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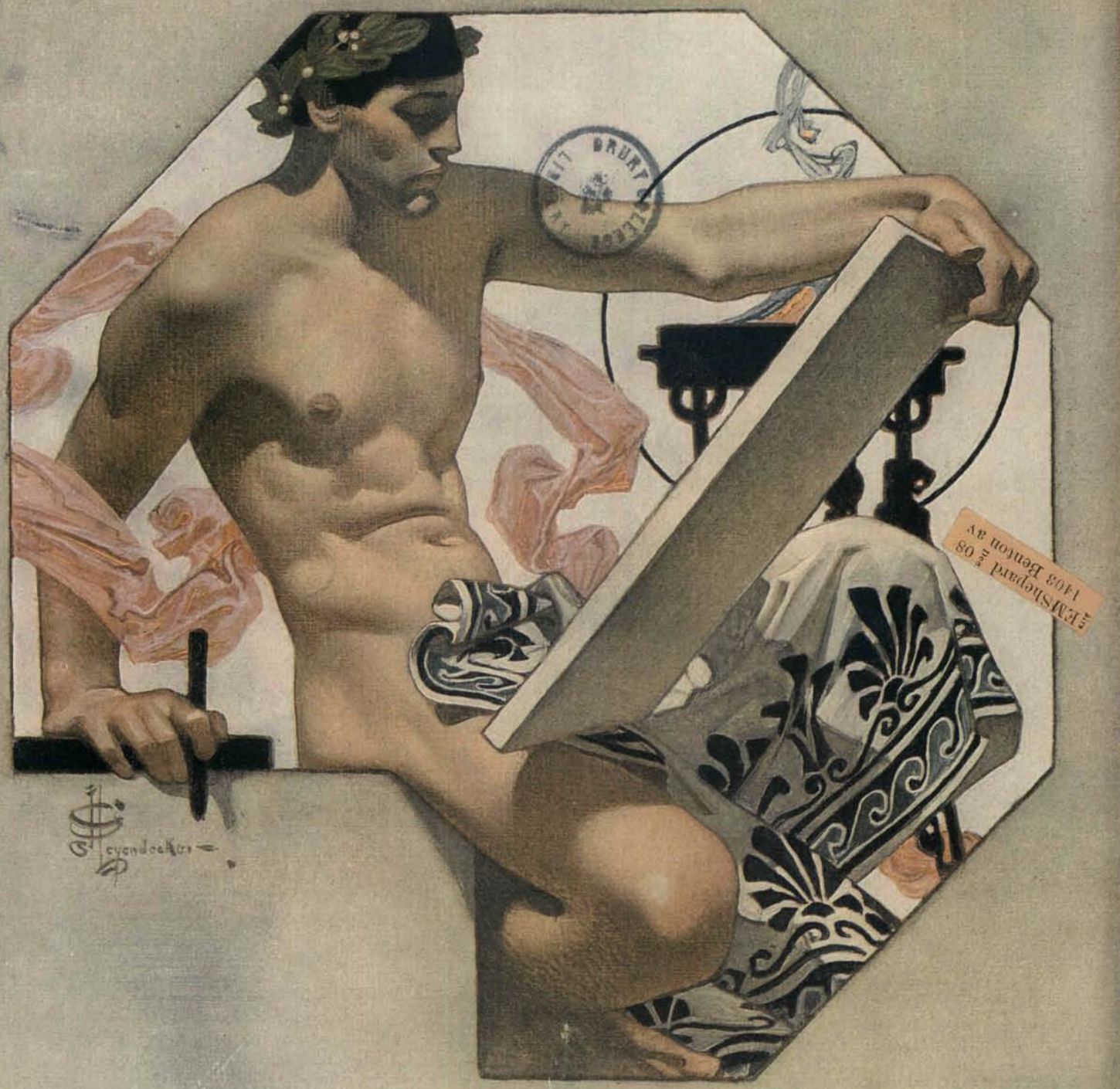

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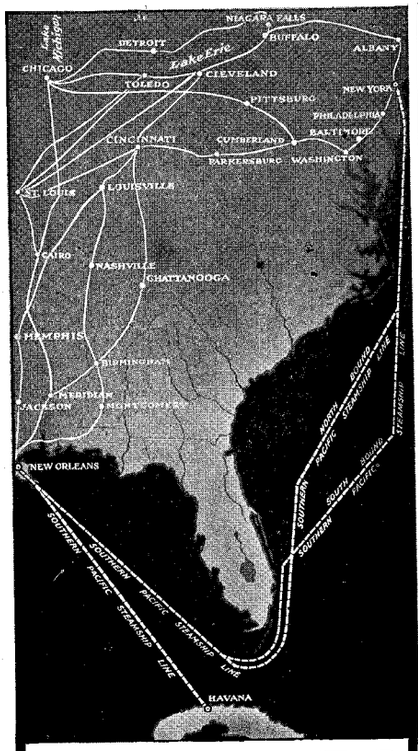

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TABLE OF CONTENTS

TOPICS OF THE DAY: PAGE

Congress Defying the Big Stick 665
The Gibraltar of the Pacific 667
The New San Francisco 668
The Storm-swept South 669
Three-cent Fares in Cleveland 670
The Indian Sharing the White Man's Burden . . . 671
Collapse of the Submarine Charges 672

FOREIGN COMMENT:

Japan Losing the World's Regard 673
Europe's Views of the President's Naval Program 674
The Coming of Mrs. Asquith 675
Problem of the Indian Famine 676

SCIENCE AND INVENTION:

Bacilli Frozen to Death 677
An Electric Safety-valve 677
A New Optical Illusion 677
Bottomless Pits 678
Locating Buried Iron Pipe by Compass 678
Effect of Repeated Doses of Poison 679

SCIENCE AND INVENTION *(Continued)*: PAGE

Trying Tobacco on the Dog 680
Evolution of Food 680
When Doctors Agree 680
Safe Steering on a Motor-car 681

THE RELIGIOUS WORLD:

Socialism Infecting the Clergy 682
A Century of New York Catholicism 683
Secretary Taft on Foreign Missions 684
Atheism in Germany 684

LETTERS AND ART:

Dangers of School-feminization 685
Metaphors that Mix 686
Maupassant's Last Days 686
How Sinclair Knows the Smart Set 687
Our "Caruso" Delusion 688

MOTOR-TRIPS AND MOTOR-CARS 689-692

MISCELLANEOUS 693-706

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VOL. XXXVI., NO. 19 NEW YORK, MAY 9, 1908 WHOLE NUMBER, 942

TOPICS OF THE DAY

CONGRESS DEFYING THE BIG STICK

THE President, in his latest message to Congress, explains that he is striving for legislation to minimize the abuses which give flourishing prominence to "that particular kind of multimillionaire . . . of whom it has been well said that his face has grown hard and cruel while his body has grown soft; whose son is a fool and his daughter a foreign princess; whose nominal pleasures are at best those of a tasteless and extravagant luxury, and whose real delight, whose real life-work, is the accumulation and use of power in its most sordid and least elevating form." The Presidential disregard for the feelings of the men thus pilloried had its counterpart in the unprecedented discourtesy with which the message was received in both the House and the Senate—in the latter body the reading being interrupted by a motion to adjourn, while in the House it failed to get a hearing for nearly twenty-four hours after it was delivered. The Executive's reiterated demands for legislation have been opposed by a program of inactivity on the part of Congress under its Republican leaders. According to the latest Washington dispatches, however, the President's insistence has at last brought home to these leaders the idea that awkward questions from their constituents might be avoided by a slight modification of this program, and it is rumored that the House at least will take action on some of Mr. Roosevelt's recommendations before Congress adjourns. Of the various laws asked for in the message of March, the only one enacted up to the time that last week's message was sent in was an employers' liability law. In this latest message the President repeats with varying emphasis practically all his earlier recommendations, and the press in the main applaud his attitude. While the message is addrest to Congress, remarks the Boston *Transcript* (Rep.), it is really an appeal to public sentiment. On the other hand, aside from any lurking hostility which may exist between President Roosevelt and the leaders of the Republican machine, Congress has a well-known aversion to eleventh-hour activity, especially on the eve of a national campaign. In the resultant situation some paragraphers see a duel between the "big stick" of the Chief Executive and the gavel of Speaker Cannon. "The big stick," says the Memphis *Commercial Appeal*, "is no longer loaded with patronage; and with patronage—the gift of offices or privileges—out of it, that weapon is only a stuffed club." But as the Baltimore *Sun* remarks, President Roosevelt is "a man with a message to the people, as well as a man with almost innumerable messages to Congress"—and in consequence the relations between the White House and the Capitol are said to be strained. The Representatives most perturbed, according to Washington dispatches, are those from close districts; and their uneasiness, it is said, has been a factor in persuading Speaker Cannon and his lieutenants to modify somewhat their program of obstruction. Says the New York *Evening Mail* (Rep.):

"The President has promoted the public welfare, and the prospects—and reasons—for Republican success in the forthcoming national election, by putting a sturdy shoulder behind the mired wheels of legislation. There has been danger of a Republican Congress being represented, or misrepresented, before the country as holding a posture of stupid stand-pattism all along the line. The Speaker sat upon the lid, but found it, at last, too uneasy a seat."

To the New York *Evening Post* (Ind.), however, which recalls how good a party man President Roosevelt is, the clash at Washington has somewhat the aspect of stage warfare. It predicts that—

"For a time, the thunder of the captains and the shouting will be kept up. Emissaries of the President, with 'the cheap numerosity of a stage army,' will charge up and down the front of the scene; there will be heavy volleying from the Treasury end of Pennsylvania Avenue; at the Capitol, the fighting in the cloak-rooms will be bloody in the extreme; but when it comes time to count the dead and wounded, there will be none to count. As a grand finale, a smiling President will come out to say that this Congress has been a *leetle* the most industrious and useful that he remembers, and that the Republican party never deserved so well of the country."

While the Presidential message of last week is in the main only a repetition of earlier recommendations, the press show special interest in that part of it which relates to the extension of Federal control over corporations engaged in interstate commerce. On this point, says the Washington *Post*, "he states a little more positively and clearly his views, and his position is, if anything, a little more advanced." In last week's message the President says:

"Power should unquestionably be lodged somewhere in the executive branch of the Government to permit combinations which will further the public interest; but it must always be remembered that, as regards the great and wealthy combinations through which most of the interstate business of to-day is done, the burden of proof should be on them to show that they have a right to exist. No judicial tribunal has the knowledge or the experience to determine in the first place whether a given combination is advisable or necessary in the interest of the public. Some body, whether a commission, or a bureau under the Department of Commerce and Labor, should be given this power. My personal belief is that ultimately we shall have to adopt a national incorporation law, tho I am well aware that this may be impossible at present. Over the actions of the executive body in which the power is placed the courts should possess merely a power of review analogous to that obtaining in connection with the work of the Interstate Commerce Commission at present. . . . . .

"However upright and able a court is, it can not act constructively; it can act only negatively or destructively, as an agency of

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government; and this means that the courts are and must always be unable to deal effectively with a problem like the present, which requires constructive action. A court can decide what is faulty, but it has no power to make better what it thus finds to be faulty. . . . Therefore it is clear that (unless a national incorporation law can be forthwith enacted) some body or bodies in the execu-

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THE LEADER OF THE MINORITY.
He can't get the Speaker's eye.
—Keppler in *Puck*.

tive service should be given power to pass upon any combination or agreement in relation to interstate commerce, and every such combination or agreement not thus approved should be treated as in violation of law and be prosecuted accordingly. The issuance of the securities of any combination doing interstate business should be under the supervision of the National Government. . . .

"Only shortsighted and other failure to appreciate the grossness of the evils to which the lack of (government) regulation gave rise can excuse those well-meaning persons who now desire to abolish the 'antitrust' law outright or to amend it by simply condemning 'unreasonable' combinations."

Most of the hostile press criticism drawn forth by the message is directed against this plea for the enlargement of Federal power. It is "the most extraordinary measure of interstate trust regulation ever suggested for the sober consideration of the American people," exclaims the Springfield *Republican* (Ind.); and the Norfolk *Virginian-Pilot* (Dem.) remarks bitterly:

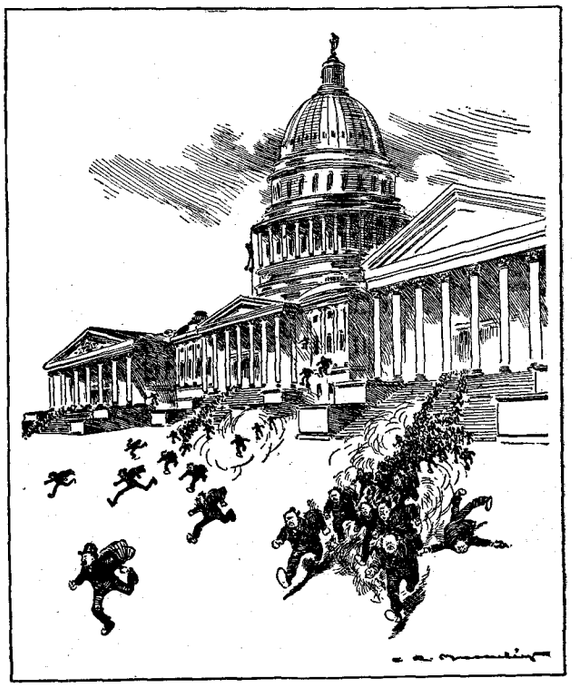
"It suffices to say that Mr. Roosevelt reiterates more positively that ever his demand for legislation which will aggrandize the Federal power to the point of absorbing all the jurisdiction heretofore exercised by the States over all subjects relating to the regulation of commerce and corporations; and that his avowed purpose includes not only the absolute nationalization of the Government, but the concentration in the hands of the Executive department of authority so vast and unrestricted that the representative character of our institutions could not survive the grant. The remedies he urges for existing evils are ten thousand times worse than the diseases to be treated. His program would substitute an omnipotent and irresponsible autocracy for the limited central agency established by the Constitution and practically leave every political and material interest of the people of the country dependent on the contingency that the nominal Chief Magistrate and real Dictator should use his sovereign prerogatives justly and honestly. Under such a system, the liberties and property of the people would depend on the accident whether the first man to be clothed with the kingly function should be a Diaz or a Castro.".

In defense of the President's attitude on this point, however, the Philadelphia *Press* (Rep.) says:

"'Centralization' is already here. It is in full operation. The Sherman act has brought every railroad agreement with another road under a Federal criminal statute. No corporation in interstate commerce can enter into any contract or agreement, express or implied, good or bad, which affects commerce between the States, without facing the risks of a criminal Federal prosecution.

"Men may like or dislike this 'centralization.' It exists. It is in full operation under the Sherman act and the prosecutions brought under it. This act prohibits fair and reasonable agreements between railroads. The Sherman act clouds the traffic, the operations, and the existence of the great corporations known as 'trusts.' Each term of the Supreme Court sees this 'centralization' extended by judicial decisions which widen the scope and severity of the operations of this law. Every one sees that a change is necessary if railroads are to make necessary agreements, the capital of great combinations be safe, and ordinary trade agreements protected from prosecution, whether made by capital or labor.

"Repeal is out of the question. No Congress will repeal the Sherman act. No amendment will be passed which permits agreements between railroads or combinations between corporations without regulation and supervision. Some path must be opened by which criminal prosecution against combinations and agreements shall be converted into administrative regulation. The Federal Government, by prohibiting all combinations and agreements



A MESSAGE FROM THE PRESIDENT.
—Macauley in the New York *World*.

which affect interstate trade, has already interfered and brought 'centralization' through criminal proceedings. The powers now exerted through a criminal statute, the Sherman act, should be changed to a supervision and regulation which shall protect the public from the risks of unrestricted combination, leading to monopoly. For eighteen years prosecution has been tried and has

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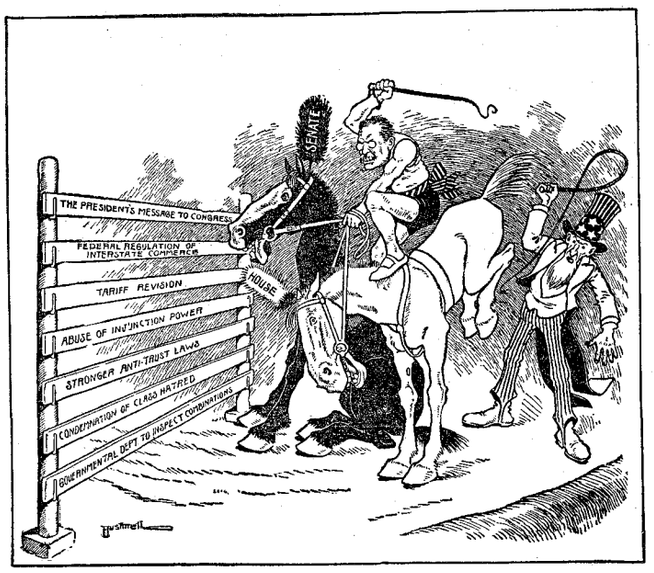
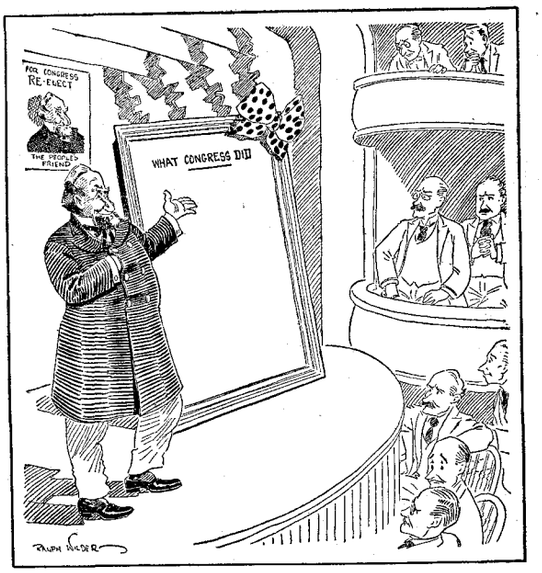


BALKING.
—Bushnell in the Cincinnati *Times-Star.*



CONGRESS SEEMS TO BE STRIVING FOR A SPOTLESS RECORD.
—Wilder in the Chicago *Record-Herald.*

TOO MUCH QUIET ON THE POTOMAC.

suppress nothing. Administration must be substituted by a bureau or commission which will prevent by supervision the evils from railroad agreements and combinations which the Sherman act was intended to suppress.

"The choice to-day is not between the Sherman act or its repeal, but between Federal prosecution or Federal regulation."

THE GIBRALTAR OF THE PACIFIC

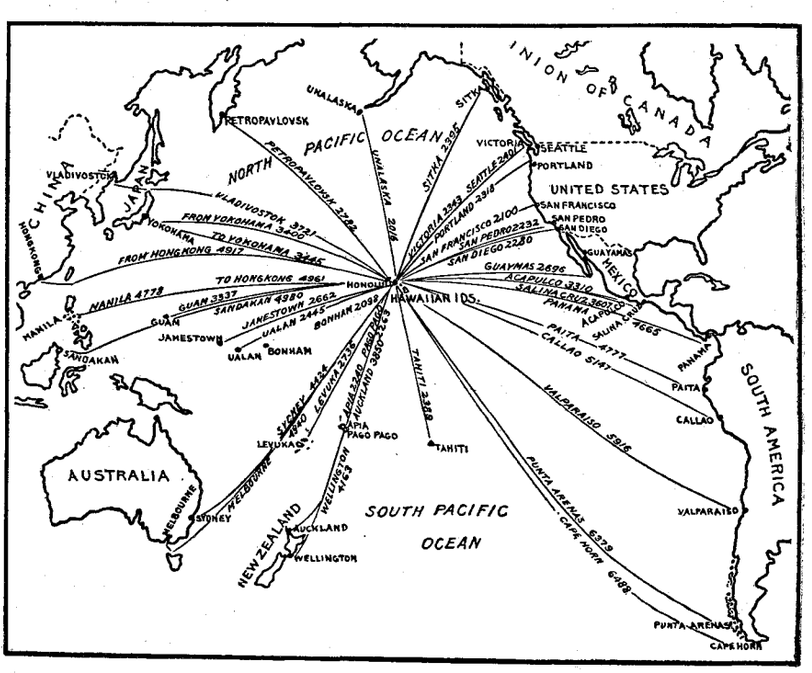
POTENTIALLY, the Hawaiian Islands are of the same strategic value to the United States as Malta and Gibraltar are to Great Britain, argues Senator George C. Perkins in *The National Geographic Magazine.* As those famous fortifications make it possible for Great Britain to dominate the Mediterranean and the Suez Canal, so would the Hawaiian Islands, if adequately fortified as a naval base, secure to the United States the key to the Pacific and the Panama Canal. Hawaii, lying, as it were, at the cross-roads of the Pacific, is on the track, as Senator Perkins points out, "of probably all the trade which the Pacific-coast States have with the rest of the world." For this reason, he adds, "it is of supreme importance that it be joined to us 'by hoops of steel' which it would take the navies of the world to break." In this connection it will be remembered that President Roosevelt, in his last annual message, recommends an appropriation for the fortification of Pearl Harbor; and the War Department asks for $1,000,000 with which to carry on the work. Hawaii, says the Senator, should be the strongest fortress in the Pacific, as Malta and Gibraltar are the strongest fortresses in Europe. To quote more fully:

"The importance of the Hawaiian Islands to the Pacific-coast States is supreme. Those States will rely more and more for their prosperity upon the trade with the Orient across the Pacific, and with the East and Europe through the Panama Canal. That there may be a guaranty that this commerce shall endure and increase in volume, the United States must be at least the equal in naval power of any nation using those waters for the transportation of goods; and a part of the power of a navy is supplied by its bases, from which all exposed points can be best watched and whence aid can be most quickly sent.

"As such a base, the Hawaiian Islands present advantages to us which have no counterparts elsewhere in the Pacific. Lying within easy steaming distance of our Pacific coast, as naval vessels are to-day constructed they afford a point from which the whole North Pacific can be patrolled by cruisers, and from which the commerce of the Panama Canal can be protected. They afford a strategic point whose vast significance can be realized best by supposing the islands in the hands of a hostile power engaged in war with us. From that point the enemy could send out cruisers to sweep from the sea the commerce of the Pacific ports and of the canal, while it would afford a base of operations for attacks on our Pacific-coast ports, as well as on the Canal Zone.

"With these islands in the hands of an enemy, it is doubtful whether we could control the canal for a day, while the entire coast-line of the Pacific States and the bays and harbors of our rapidly growing Alaska would be in constant expectation of a hostile descent."

From Senator Perkins's description of Pearl Harbor it appears



THE CROSS-ROADS OF THE PACIFIC.

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that nature has already done her share toward making Hawaii a great naval base and military stronghold. We read:

"Pearl Harbor is susceptible of being made another Gibraltar, where the largest fleet may safely lie and where repairs may be made at leisure. It consists of an ellipitical lagoon 8 miles long by 4 wide, with a depth of water ranging from 30 to 130 feet. It is completely land-locked, preventing surprize attack from submarines or torpedo-boats, as well as from hostile fleets. In the rear are mountain ranges 3,000 or 4,000 feet high, on the slopes of which are the military reservation, about 10 miles from the harbor, where a salubrious climate is secured. Reservations for fortifications, wharves, and all that is necessary for a first-class naval station have been secured, and this channel has been dredged to 30 feet, and may easily be deepened much more and straightened to insure easier navigation for battle-ships, which work can be done, it is thought, at an expense not exceeding $750,000, the value of the customs receipts of Honolulu for six months. . . . . .

"Too much stress can not be given to the fact that if Pearl Harbor is to be fortified successfully the work must be done in time of peace. When war comes it would be too late, and wo to us if we are not prepared for defense as well as for attack."

THE NEW SAN FRANCISCO

THE reconstruction of the wrecked and ruined city of San Francisco, which was begun almost immediately after the fire, has been progressing with marvelous rapidity. According to recent bulletins issued by the California Promotion Committee, citizens individually or banded together as corporations have erected within the last three years residence and business buildings valued at a sum considerably exceeding $117,000,000. And this fine showing they have made, as the New York *Sun* points out, "while meeting the enormous additional demands on their resources required for restocking their warehouses and stores, replanting their factories, refurnishing their homes, even replenishing their wardrobes." "So nearly have the citizens wholly restored conditions for work and residence," *The Sun* continues, "that practically all who were forced for a time to seek homes in neighboring bay towns have resumed residence in San Francisco." We read:

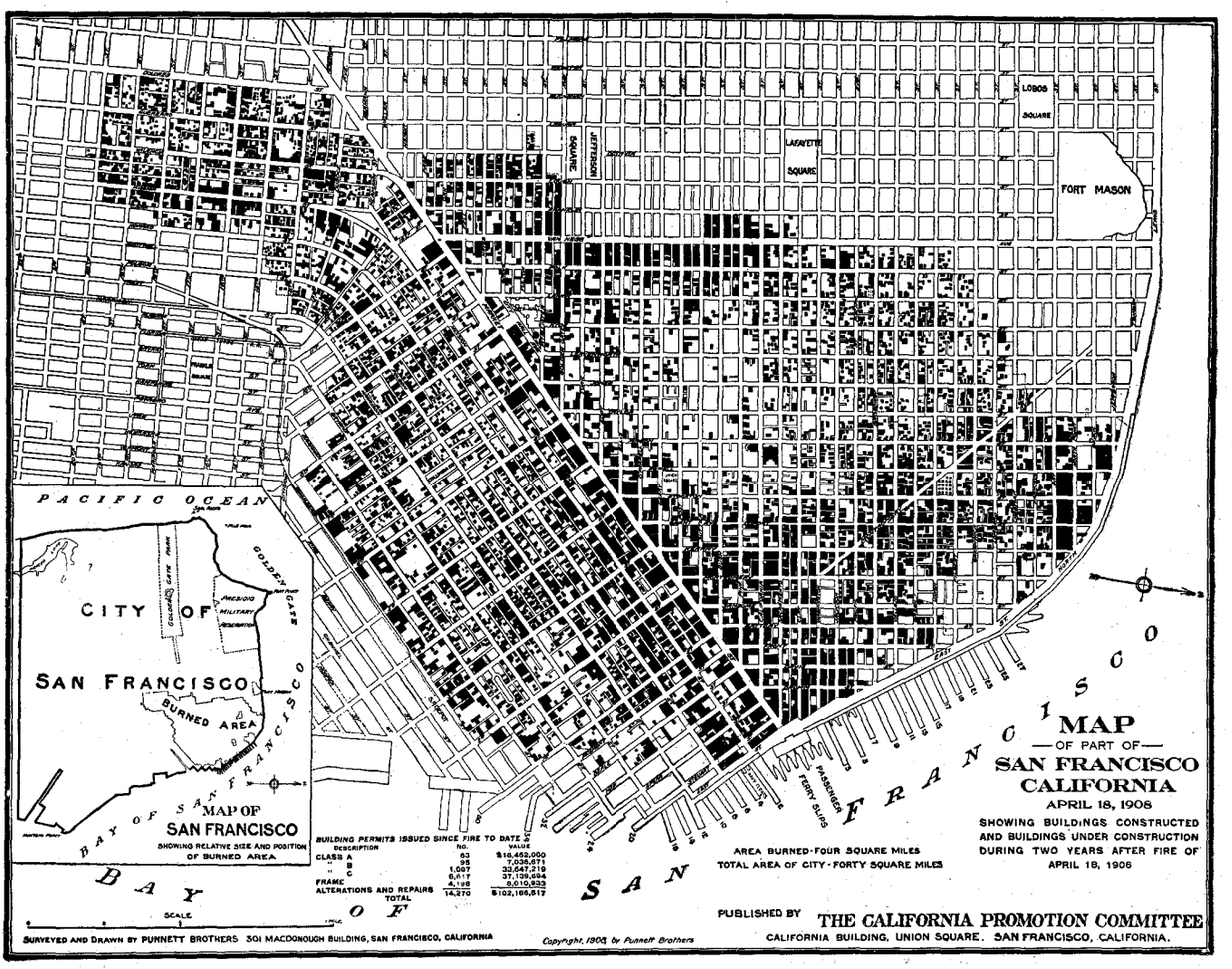
"Before the fire the city had a population of about 500,000 and to-day its estimated population is only 15,000 less than that number. What was necessarily done to make a habitable city is shown in that immediately after the fire there was housing accommodation in San Francisco, and much of that provisional, for but 75,000."

The business statistics are as encouraging as the statistics of construction. To quote *The Salt Lake Herald*:

"The bank clearings of San Francisco during 1907 were greater by nearly $36,000,000 than the combined clearings of Los Angeles, Seattle, Spokane, Tacoma, and Oakland. And the deposits in San Francisco banks exceeded by some $12,750,000 the combined deposits of all the cities named. Kansas City, Minneapolis, Denver, St. Paul, and Omaha combined fall nearly $28,000,000 short of San Francisco in bank deposits."

The Herald thus briefly describes the new San Francisco:

"The city is being rapidly rebuilt on a much more impressive scale than was the old city. In every direction great sky-scrapers are being erected. The scars of the disaster are still apparent, but they are rapidly being obliterated by the plucky and patriotic


PACIFIC OCEAN
CITY OF SAN FRANCISCO
BURNED AREA
MAP OF SAN FRANCISCO
SHOWING RELATIVE SIZE AND POSITION OF BURNED AREA
BAY OF SAN FRANCISCO
BUILDING PERMITS ISSUED SINCE FIRE TO DATE
DESCRIPTION NO. VALUE
CLASS A 93 $10,452,000
" B 95 7,036,571
" C 1,097 32,647,218
FRAME 6,617 37,139,694
ALTERATIONS AND REPAIRS 4,198 5,010,833
TOTAL 14,270 $102,186,512
AREA BURNED-FOUR SQUARE MILES
TOTAL AREA OF CITY-FORTY SQUARE MILES
SCALE
SURVEYED AND DRAWN BY PUNNETT BROTHERS 301 MACDONOUGH BUILDING, SAN FRANCISCO, CALIFORNIA
Copyright, 1908, by Punnett Brothers
PUBLISHED BY THE CALIFORNIA PROMOTION COMMITTEE
CALIFORNIA BUILDING, UNION SQUARE, SAN FRANCISCO, CALIFORNIA.
MAP
—OF PART OF—
SAN FRANCISCO
CALIFORNIA
APRIL 18, 1908
SHOWING BUILDINGS CONSTRUCTED AND BUILDINGS UNDER CONSTRUCTION DURING TWO YEARS AFTER FIRE OF APRIL 18, 1906
FORT MASON
LAFAYETTE SQUARE
JEFFERSON SQUARE
LOBOS SQUARE
FERRY SLIPS
PASSENGER
SAN FRANCISCO BAY

THE REBUILDING OF SAN FRANCISCO.

The markings in black show new construction. The burned area in which this rapid rebuilding is going on comprises 497 blocks.

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RUINS OF NINE COTTAGES AT AMITE, LOUISIANA.
The dead bodies of twelve negroes were taken from beneath the scattered timbers at this spot.

men who have the work in charge. It will not be long, at the rate at which the rebuilding is now progressing, before the stranger in San Francisco will have to search diligently before he can find any traces of the disaster."

THE STORM-SWEPT SOUTH

"RARELY, if ever, has so large an area of the South been so disastrously storm-swept," says the New Orleans *Times-Democrat* in a general review of the havoc wrought on April 23, 24, 25, by tornadoes in that section of the country. The causes of the long fatality-list this paper believes due partly to the freakish nature of the storm and partly to the inability of the authorities, because of the isolated position of most of the towns, to reach these neighborhoods with storm warnings. "The blow appears to have fallen in most localities absolutely without warnings of any sort, . . . the victims were caught utterly unaware and unprepared," the writer explains. "It is now fairly evident," the editorial continues, "that the widest estimate of the damage inflicted will fall short of the reality, . . . the list of dead already approximates 400, while the number of injured may exceed 1,500." To quote further:

"The property damage during the three days in which storms have raged over six States is now past all calculation. Abject want and suffering are reported from many localities. Appeals for food, clothing, supplies, and medical attendance have been answered by neighboring communities as promptly and as generously as possible."

The New York *American* in an editorial, probably written by John Temple Graves, of Atlanta, thus remarks upon the situation:

"The South seems to be ever at the mercy of the winds. Tornadoes have killed more people in Mississippi, Louisiana, Arkansas, and Alabama than yellow fever ever did. The atmospheric disturbances come, too, when nature is serenest.

"It was so when Wesson (Miss.) was wiped off the map thirty years ago. The day was one of beauty; the air soft just previous to the storm. Then the clouds formed as if by magic. Ghosts of the sky let fly their scythes, and dead bodies lay everywhere.

"That May afternoon twelve years ago in St. Louis was idyllic when, of a sudden, the horizon darkened, the winds began shrieking, and the skeletons of destruction quickly grew into giants. They wrecked homes and killed without mercy.

"In September, eight years ago, Galveston was superb in her new fall dress. There wasn't the slightest sign of wrong. The seas were quiet, the land winds cooling. Then appeared the specter of desolation. The devastation that followed sickens the mind, even now, that contemplates the record of that awful night.

"Winds, floods, fires, fevers, and plagues visit the fairest of our fields. They wring tears from America's sturdiest sons; wipe progress temporarily off the slate; fill graveyards, and retard the growth of commerce.

"Yet think you that the South feels discouraged? Not at all. It is the land of promise. Her people believe in a better day; and for the present they cling to the old-time ideas of religion and citizenship, trusting to Providence and believing in the right.

"Storms do not prevent the erection of new homes, and the fear of them is lost while the eye, ever restless, contemplates the grandeur of the South's incomparable fields that yield the very staff of life."

In describing the eccentric course of the storm, which seems to have been divided into three distinct divisions, the New Orleans *Picayune* comments as follows:

"There were several different outbreaks, those in North Louisiana working their frightful effects from Alexandria, through Concordia Parish across the great river into Mississippi near Natchez,

THIS WAS A HOUSE.
Altho five persons were in this building when it fell, no one was seriously injured. It was the home of W. O. Eldridge, at Amite, La.

causing great destruction. Another outburst struck the flourishing city of Amite, one of the chief centers of population in the Florida parishes on the east side of the river, causing great loss of life and inflicting wounds and mutilation upon hundreds of people, while dwellings and business-houses were torn from their foundations and scattered in fragments. There were storm-winds in Alabama and Tennessee, and everywhere destruction to life and property."

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THREE-CENT FARES IN CLEVELAND

OTHER cities all over the country are watching interestedly the experiment of three-cent trolley fares begun last week in Cleveland, Ohio. The Detroit *News*, the Pittsburg *Dispatch*, and other papers are moved to apply Cleveland's example to their own cities and ask when they will have a similar reduction, so that, as the Springfield *Republican* points out, the Cleveland experiment is a matter of national importance. The fight for three-cent fares has lasted ten years and has been "in many ways," according to the Cleveland *Plain Dealer*, a "disastrous fight, checking the city's growth, making investors timid, and unsettling conditions that should not have been disturbed." The people of the city are now practically unanimous in favor of the scheme, however, says the Cleveland *Leader*, and if those who have engineered it fail to "make good" they will be "overwhelmed by public condemnation." *The Leader* points out one of the perils in these words:

"In the very completeness of the victory must lie one of the chiefest dangers to Cleveland. Under the future plan of operation the traction system with its thousands of employees and its far-reaching ramifications lies ready to the hand of any man who may seek to build a political machine. Putting Mayor Johnson aside from the question, the mayors to come must meet this temptation, and the people of the city must, in vigilance and strength, face the peril that such a weapon would be in dangerous hands. Beyond the political phase of the question, the danger of congestion and the check to urban expansion resulting from excess fare beyond the present city limits is still to be met, and yet more important is the ever-present matter of high-class and efficient service. Under its lease the holding company must steer a dangerous course between the Scylla of imperative profit and the Charybdis of constantly improving and expanding service for all the city."

The story of Mayor Johnson's fight is told as follows by the New York *American*:

"The contest in Cleveland for a three-cent fare has been going on for many years. Experts discovered that the street-car system could be operated and return to the stockholder 7-per-cent. profit for his investment with a cost of three cents for each and every passenger. Upon this issue Tom L. Johnson, a practical street-railroad man, was elected Mayor. During his first administration he endeavored, first by peace, then by arbitration, again by legal methods, and ultimately by warfare, to inaugurate the three-cent fare.

"For years he was beaten at every turn. The courts were against him, the Ohio newspapers assailed him, financiers threatened and did attempt to wreck him. But, undeterred and unawed, he went forward. He caused to be constructed a road of ten miles in length, guaranteeing to the stockholders 6-per-cent. interest, with a fare of three cents. The experiment proved a grand success.

"He tried to persuade the citizens that municipal ownership of public utilities, such as street-car lines, would be profitable; that for the city to operate them would give quicker transportation, more healthful cars, ample room for all to have seats. The people were with him. They so recorded their confidence in him at every election. But the courts surrounded him with injunctions. Attacking an article of the State's Constitution that the ideas of Mr. Johnson might be futile in effect, Ohio existed as a Commonwealth for some time without organic legal structure. The power of money sometimes is supreme.

"Johnson then got his temper up. He comes of a fighting stock. Reared in Kentucky, where courage counts, he had carried to Cleveland a splendid type of manhood. He placed his trust in the people and was elected to Congress. Then he became Mayor. Rockefeller's money, the late Mr. Hanna's influence, the political acumen of Senator Dick, the cupidity of his recent antagonist, Congressman Burton, have proved insufficient to efface him. His work for better street-cars, for cheaper transportation, has been inspired by his constituents—the men and women of Cleveland—who own the streets. The 'system' finally yielded for a three-cent fare.

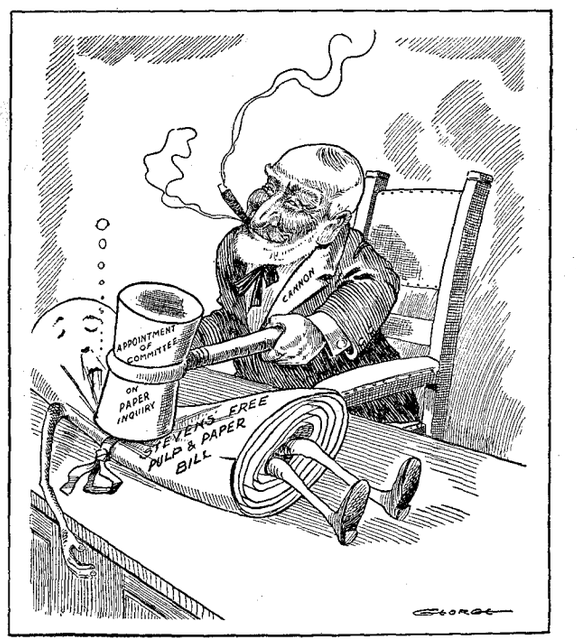
"It's a great victory. It shows that a man with right behind him need not be afraid to do that which he thinks and knows to be just."

The plan by which the roads are to be operated is worth noting. The New York *World* sketches its main outlines thus:

"The scheme has many elements of ingenuity by which direct municipal ownership and operation are avoided while the city assumes the responsibility for bad management of the street-railway property.

"A holding company has been organized to operate all the lines, taking over the unexpired franchises and physical property of the Cleveland Electric Railway. This Good Trust is to have a twenty-five-year franchise; it is to charge only three cents and is to pay the Wicked Trust 6 per cent. on the agreed value of the property taken over. Then the city gives a fifty-year six-for-a-quarter

MR. CANNON'S IDEA OF A "LIBERAL TARIFF POLICY."
—Darling in the Des Moines *Register and Leader*.



UNCLE JOE, REFORMER.
—George in the St. Paul *Pioneer Press*.

TARIFF REFORM—ON PAPER.

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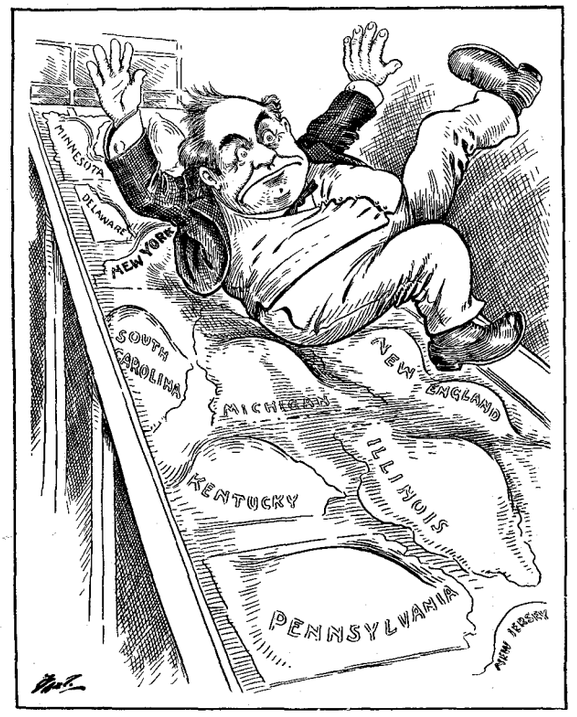

BUMPING THE BUMPS.

—Bartholomew in the Minneapolis *Journal*.

"THE COMMONER" DECLARES THAT MONEY IS BEING USED TO PREVENT BRYAN'S NOMINATION.

—Berryman in the Washington *Star*.

"THERE'S MANY A SLIP——"

security franchise to the Wicked Trust. If the Good Trust defaults in paying the interest the Wicked Trust will resume possession under a franchise much more liberal than the one it was seeking from the municipal government. If the Good Trust succeeds, the Wicked Trust remains in the enjoyment of 6 per cent

"While Tom L. Johnson is Mayor the Good Trust will undoubtedly succeed. But Cleveland will not always have a practical street-railway man for chief executive. What may happen then nobody knows. Probably if there is a deficit the city will be asked to appropriate money from the public treasury in order to keep the Good Trust on its feet. Indeed, the time may come when the city will be compelled to make such appropriations in order to escape the exactions of the fifty-year security franchise held by the Wicked Trust.

"Mr. Johnson is making a very interesting experiment, the results of which can not be foreseen. But if Cleveland is willing to take the risk the rest of the country should be grateful."

THE INDIAN SHARING THE WHITE MAN'S BURDEN

IS the American Indian to become as skilful and cunning in the industrial activities of to-day as his forefathers were in the hunt and chase at the time of Cooper's romances? Was there in that early determination on the trail, that dogged stedfastness of purpose in the hunt, that marvelous endurance in battle, the seed of a twentieth-century industrial awakening which now promises to make the present-day reservation Indian a trustworthy laborer and a valuable citizen? According to C. H. Forbes-Lindsay, a writer in *The Craftsman* (May), the first results from the new Indian policy of the present Administration make these questions pertinent. In fact, Mr. Forbes-Lindsay states, with a finality which is convincing, that "the ration-fed reservation Indian will soon be altogether a creature of the grotesque past." As a laborer, says the writer, the Indian has passed the experimental stage—"he has established his superiority in open competition." Yet his capacity for disciplined and sustained work, it appears, has been discovered only within the last few years, under the new policy adopted by the Government in the hope of making independent and self-supporting citizens of its Indian wards. To quote this writer further:

"The problem that confronted the Administration when it entered upon the task of enforcing the new Indian policy was a complicated one. Indeed, the varying conditions at the several reservations and the contrasting peculiarities of the different tribes constitute a number of separate and diverse problems, each of which demanded special consideration and specific treatment. . . .

"It was soon obvious to the directors of the movement that, while a majority of the Indians might ultimately become attached to the soil, their immediate welfare would be best promoted by inducing them to seek the means of livelihood away from their old homes. This not only on account of the greater prospect of earning money in the open labor field, but also because of the developing influence to be derived from contact with the work-a-day world. The efforts of the Indian agents were, therefore, mainly directed to securing outside employment for their charges and persuading them to accept it when offered. . . . At first it was found impossible to hold any considerable number of them to their work for more than two or three weeks at a stretch, when they would either return home or go off and spend their earnings before taking up their tools again. They chafed under the restraint and regulation of the new life. It was hard for the Indian to accustom himself to take up a pick promptly at the whistle of the gang foreman and to wield it steadily until relieved by a similar signal. But he went manfully about overcoming his disinclination and remedying his inefficiency, until to-day he is universally acknowledged to be the best laborer in the West. Employers unite in the statement that the Indian is the most reliable and efficient laborer they can find. They pay him white man's wages and admit that he gives a better return for them than any other class of workers. He occasions no trouble and will stand to his work without watching. He has trained himself to sustained effort, and will now labor for six months or more without cessation. He is developing thriftiness and has learned to provide for the needs of the morrow."

Mr. K. T. Cary, the engineer in charge of the works of repairing the break in the lower Colorado River, has employed three thousand Indians at one time, and he believes that the task could not have been successfully accomplished without this aid.

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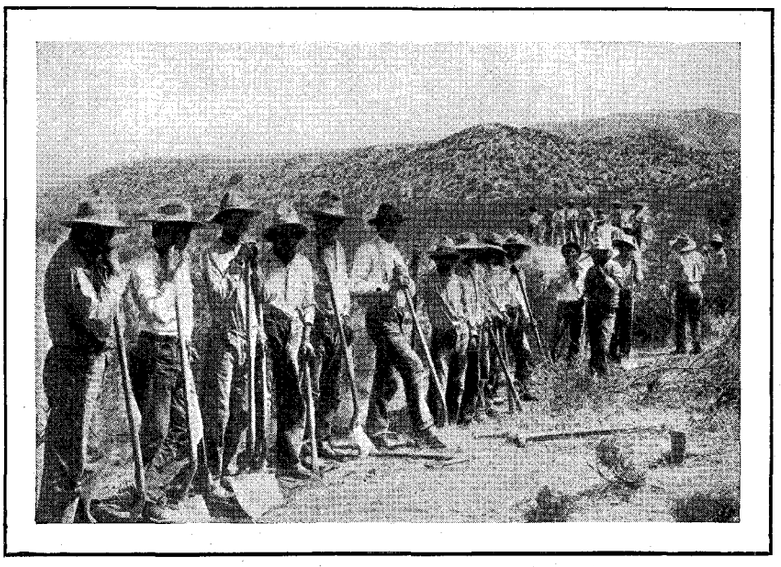
Indians are also employed by the United States Reclamation Service, and Indian labor has recently completed one of the most difficult roads ever built and is now employed in canal construction through the West.

The attempts to make the Indian an agriculturist, however, the writer confesses, have not "met with as much success as could be desired." He says further:

"Tilling the soil appears to be the least attractive form of useful activity that can be presented to him. Stock-farming and herding are congenial, and in these pursuits he excels, but as a producer of crops he must be considered—for the present, at least—somewhat in the light of a failure. As a landowner, agriculture would be the most readily available occupation to him, but it is as well, perhaps, in view of his needed experience and development, that he should spend the earlier years of his emancipation at a distance from his home. His land can not be alienated for many years to come and it will be possible for him to return to it with changed tastes and the necessary knowledge for successful farming."



APACHÉ INDIANS WORKING AT PUBLIC-ROAD CONSTRUCTION IN ARIZONA.

"Many of the Indians now employed in pick-and-shovel gangs and their wives are college graduates who have returned to the tepees of their tribes and the customs of their ancestors, discarding the habits acquired at Carlisle and Haskell, even to the extent of eschewing the use of English."

This initial failure of the Indian as a tiller of the soil Mr. Forbes-Lindsay finds illuminated by the wonderful achievement in a few exceptional cases. As he puts it:

"The Crows, of Montana, afford proof that the reservation Indian of the most unpromising type may, under judicious guidance, develop into an accomplished farmer. Five years ago this tribe was living in communities of several hundred each, camps scattered over a large area. The Government was supplying all their needs, and their time was divided between loafing, sports, and ceremonials. In 1902 their reservation was opened to settlement, and agricultural allotments were made to their members. For two years thereafter the Crows continued their *dolce-far-niente* mode of life, despite the efforts of the agent to arouse them to useful activity. But the Crows are in charge of a man who knows the Indian character as the priest knows his psalter, and one, moreover, of infinite tact and patience. In 1904 he induced the Crows to give a Wild-West show on the reservation. In the following year he introduced agricultural features and, with discriminating subtlety, excited the spirit of emulation among the Indians.

"At the Fourth Industrial Fair of the Crow Indians, held last fall, the exhibits of stock, poultry, and farm produce entirely overshadowed the amusement features and were viewed by the Indians as the more important. The Crow allotments are now practically all under effective and profitable cultivation. Most of the Indians have improved their property by the erection of buildings and have become possest of implements and wagons. The keenest rivalry has been established and a spirit of independence has been created."

COLLAPSE OF THE SUBMARINE CHARGES—With the fading prospect of sensational revelations public interest in Mr. Lilley's charges against the Electric Boat Company has diminished, until now the collapse of those charges and the exoneration of the Electric Boat Company evokes practically no editorial comment from the press. After gathering 1,500 printed pages of testimony, the House investigating committee has adjourned, "satisfied with its work and certain that the truth has been established." The climax of the investigation was supplied by the written confession of Mr. F. B. Whitney that he was the author of certain anonymous letters, statistics, and sensational newspaper articles which were instrumental in bringing about the Congressional investigation. Mr. Whitney, formerly a clerk to the House Committee on Naval Affairs, was, at the time of the veiled activities to which he confesses, vice-president of the Lake Torpedo Boat Company. He acquits Simon Lake, however, and all other members of the company, of any participation in, or knowledge of his acts; and he makes further affidavit that he (Mr. Whitney) has no personal knowledge from which he could give any evidence to sustain any of the charges set forth by Representative Lilley. Altho the investigating committee has not yet made its report, "its conclusion," says a Washington correspondent of the New York *Sun*, "can be stated in advance without inspiration." Thus:

"It will be to the effect that the charges brought by Representative Lilley of Connecticut against the Electric Boat Company of corrupt practises to procure exclusive legislation from Congress and of gaining about $1,400,000 excessive profits in its government contracts for submarines are without foundation. It will show the semblance of a plot in which idle rumor was adroitly used to force the attention of Congress. Representative Lilley probably will not be placed in the position of having any conscious connection with the propaganda of partizans of a rival company when he introduced his resolution in the House on February 20 and forced the investigation that followed."

TOPICS IN BRIEF

A MR. MEAL is running for mayor of Harrisburg, Pa. If he is a square Meal, we can see no objection to him.—*Washington Herald.*

WRITES one to the *Times:* "Gold regulates the price of everything—what regulates the price of gold?" Why, everything, of course.—*New York Mail.*

AN esteemed contemporary announces that a cow with two tails has just changed hands. Evidently the day of miracles is not yet past.—*Washington Post.*

THE activities of Mr. Harriman must be a surprize to the folks who thought the Administration road-roller went over him only a short time ago.—*Washington Post.*

THE Aldrich bill looks as if it had died from the effects of a successful operation.—*Toledo Blade.*

THE party that does not get them will always agree to publicity for campaign contributions.—*Atlanta Constitution*

IRISH opposition to the arbitration treaty with Great Britain was probably mollified by the argument that the treaty provides for arbitration only in cases where we don't care to fight.—*New York Post.*

LOS ANGELES has been separating some of our bluejackets from their money at the rate of $12 a day for a room, fifty cents for a bottle of beer, and ten cents for a piece of pie. Now we begin to understand why Californians are so enthusiastically in favor of a bigger navy.—*New York World.*

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FOREIGN COMMENT

JAPAN LOSING THE WORLD'S REGARD

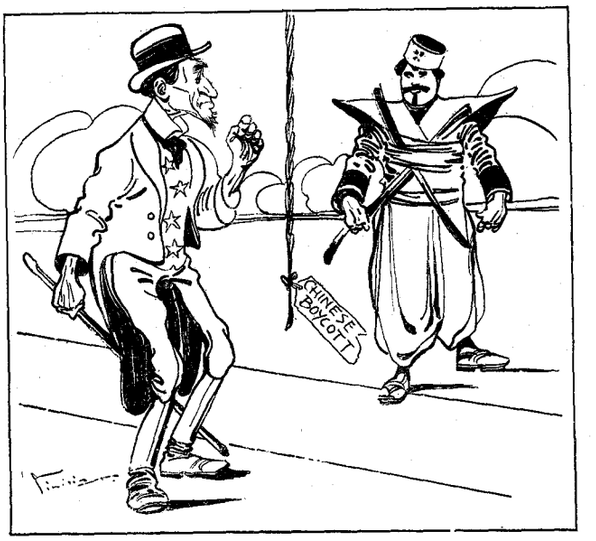
THE sudden rise of Japan seems as if it might cost her all the slights and sufferings which sometimes fall to the lot of the parvenu and the *nouveau riche*. She has learned all the lessons of her later civilization from Europe and America, and, according to the Japanese proverb, "the pupil should not come within four paces of his master's shadow." Yet a writer in the *Hamburger Nachrichten* remarks that Japan not only would invade the area of that shadow, but would take the master's place. This writer says many nice things about Japan. The world sympathized with her in her war with China for the independence of Korea, because she seemed to be the smaller and weaker of the two. When she fought with Russia the Powers looked on with bated breath, and loud expressions of admiration echoed round the globe. Her intellectual progress has been most creditable to her, but she is at present, we are told, suffering from undue elation, from "swelled head," in fact, and the nations are growing tired of what the writer interprets as her greed and her arrogance. Why, he asks, is she increasing her land and sea forces, altho her treasury is on the verge of bankruptcy? He pictures the overweening spirit of the Japanese thus:

"No sooner had the Japanese retired from the seat of war [with Russia] than the Japanese press assumed a tone which was deeply offensive to other nations. The Japanese people began to believe that they could far excel the warlike valor of every other nation and indulged the hope of casting European culture entirely in the shade. The young people of Japan threw off all restraint and insulted foreigners in the street. During the war the Japanese in San Francisco behaved in such a manner as to embitter the Americans against them. The question of wages, immigration, and the school question increased the disaffection. It actually happened

THE NEW PHAETHON.
Who is trying to direct the land of the Rising Sun.
—*Kladderadatsch* (Berlin).

in Tokyo and other towns that school-children and gamins cast in public at foreigners scornful glances which plainly said: 'What are you stupid foreigners, anyway? We Japanese are a very different race. We have conquered China and Russia, the greatest Powers in the world. Nothing is impossible for us to accomplish.'"

The Japanese Government is bent on making their land the greatest commercial country in the world and in ruining the trade



GIVING UNCLE SAM THE CUE.
A new factor makes its appearance in the Japanese-American question.
—*Fischietto* (Turin).

of other peoples, adds this writer. This is the open avowal of the Japanese press. To quote from this article a further passage:

"When England, immediately after the war, took up Japan, and all the nations showed favor to her, the Japanese press immediately announced bluntly, 'We intend to deal a death-blow to English commerce.' Is it strange that the hair of Englishmen bristled with astonishment at such an ally, that they were haunted by all sorts of political nightmares and immediately began to hurry on the fortification of Singapore and Hongkong? The English in their newspapers began to complain that trade with Manchuria was being made impossible for them, not to speak of Korea."

The whole world is becoming alarmed at the prodigious strides Japan is making in the increase of her army and navy, we are told, and this writer avers:

"Japan has adopted the two-years-service system in her army and has increased it from thirteen to nineteen divisions. She has enlarged her navy considerably by the prizes she took at Port Arthur and Tsuschima; she has bought new battle-ships from England and built some big ships in her own yards. The tonnage of the Japanese Navy has become so great since 1904 that foreign Powers are asking: 'To what end is Japan making these armaments which it is far beyond her financial strength to maintain? Japan is not threatened on any side. Does this making of new armaments indicate that she has some war of aggression in view?' A poor and industrial country like Japan, only as yet half developed, and only capable of development in a limited degree, should, instead of arming herself so disproportionately, rather concentrate her efforts on the peaceful encouragement of agriculture, industry, and trade, on improving the condition of her people, on raising the standard of public education. This would be better than letting the army and navy suck the last drop of blood from her population."

No one will lend Japan any more money. They do not like to see this spoilt child spending milliards on national projects that neither yield any return nor pay the interest on the national debt. This writer continues:

"Japan by her reactionary policy has offended all the nations and now has the sympathy of none. The Japanese Government

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are aware of this. *The Japan Times*, a semiofficial journal, asks, in a leading article, why every one feels annoyed with Japan. *The Japan Advertiser*, an American paper, which was once friendly to Japan, at present is her keenest critic and has said to *The Japanese Mail*, an organ supported by the Government, that distrust and annoyance are being felt by foreigners, and that Japan must expect to have a very hard time unless she raises herself to a higher standard of patriotism and, we may add, of morals."—*Translation made for* THE LITERARY DIGEST.

EUROPE'S VIEWS OF THE PRESIDENT'S NAVAL PROGRAM

MR. ROOSEVELT'S naval program and his losing struggle with Congress over its acceptance have awakened keen interest in Europe. Not that his naval ideas are universally considered reasonable by the British press. Some leading French papers, however, approve of it and blame Congress for not being willing to carry it out. Thus the *Temps* (Paris), in a long editorial, accuses the House of Representatives of illogicality and declares:

"The Americans see plainly the object they wish to attain, but their ideas of the way to attain it are singularly confused. They are wanting in that supreme virtue in politics—foresight. They are unwilling to use the only means by which they can reach what they desire. The naval policy of Mr. Roosevelt is exactly calculated to provide those means. This is the reason why Congress, sooner or later, will be compelled to espouse that policy. When a man is in the right about a scheme, he always ends in seeing it carried out, and success is merely a question of time."

The *Figaro* (Paris) echoes these sentiments and remarks that the President's action is in strict harmony with the maxim that

THE AMERICAN AMBASSADOR.

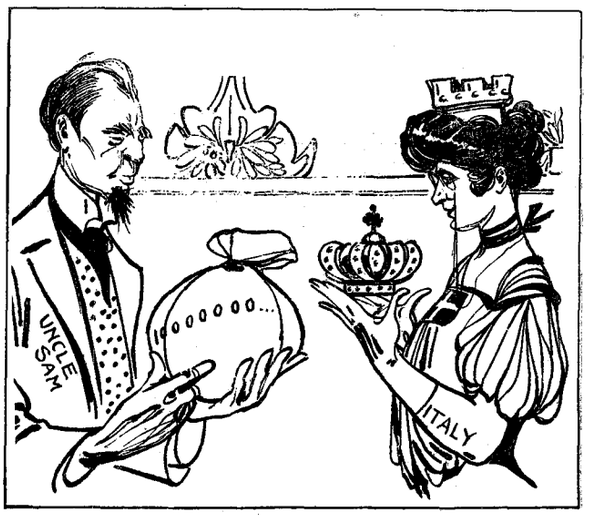
"This new Ambassador makes me tired. He has no money, yet he seems to think he is as good as we are!"

—*Ulk* (Berlin).

"the best of all guaranties of a durable peace is a solid army and a powerful fleet."

The United States is merely mimicking Germany is the cry which some of our politicians, including the President, are raising for more ships, says *The Westminster Gazette* (London). To quote:

"The President's very words about 'accepting insult in silence' seem to be an echo from Germany. For our part, we have no



DOLLARS AND TITLES.

Fair exchange is no robbery.

—*Fischietto* (Turin).

reason at all to be suspicious about the American fleet. So far as it affects the balance of power, it affects it in a way which is on the whole favorable to us. But in the interests of the world at large we may hope that the American people will not give way to the European habit of entertaining remote and improbable suspicions. President Roosevelt says truly that the small and weak nations have suffered grievous oppression in quite modern times, but that is not found to be cured in practise when the big nations pile up big armaments. One of the causes of oppression is that the big nations are too much afraid of each other to defend the weak."

America, indeed, has not the same need of a navy as has a European Power, declares *The Evening Standard and St. James's Gazette* (London). Thus we read:

"To us sea power is the breath of life. To Germany it is a legitimate aspiration; to America a restless ambition. We desire to see America impregnable and strong. But the surpassing of the limits of reason must raise new difficulties both for the New World and the Old. And exaggeration of possible perils may do more harm abroad than good at home."

Altho the Hague Conference failed, observes *The Daily News* (London), the cleavage of parties in European parliaments and in political circles all over the world has largely hinged on the question of armaments and disarmament. On this point *The News*, after referring to the "noisy periods" in Mr. Roosevelt's naval message, proceeds as follows:

"The most significant instance of this cleavage of opinion is the vote of the United States House of Representatives, which we reported yesterday. Congress is not given to rash idealisms. But it has at least opposed to Mr. Roosevelt's flamboyant demand for a big navy a sane and emphatic negative. . . . This episode is full of encouragement even for progressive parties which live under the more difficult conditions of the older world."

The President's program assumed "the failure of pacifism and the bankruptcy of arbitration" and deserved to be thrown out, remarks the same paper in another editorial. The writer adds:

"Had Congress supported him the American continent would have been irreparably committed to the race of armaments. The South-American republics in their turn would have been compelled to protect themselves, and Japan to increase yet further her already

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considerable fleet. Worst of all, the cause of peace and retrenchment would have received a mortal wound, from a people which has hitherto resisted militarism. The rash and theatrical device of the battle-ship cruise in the Pacific has failed, as it deserved to fail. It is the best news for peace that the world has heard since the Czar first summoned the Hague Conference."

Other papers think the President right and Congress wrong. Thus the influential London *Spectator* (Liberal) observes:

"We can not help feeling a certain sympathy with the men who let peep out the traditional American mistrust of expensive armaments as a kind of menace to republican liberty, and it is obvious now that the building up of American naval power will be challenged again and again as it proceeds. But that it will proceed we can not doubt, and our own opinion is that the moment the United States abandoned her policy of aloofness from the affairs of other nations a serious naval program became quite inevitable."

In still stronger terms the Conservative *Standard* thus states the views of its party on Mr. Roosevelt's program:

"He is, most Englishmen will think, playing a patriotic part when he impresses on his countrymen the duty of using a period of unbroken and unthreatened peace for rendering themselves formidable on the waterways of the world. Here the growth of the American Navy—its expansion will not be checked by yesterday's vote—will be watched with genuine interest and unaffected friendliness. It is almost impossible to conceive an emergency in which the fleets of the United States would be used against Great Britain; easy to think of conditions under which the two navies would be ranged alongside in a common struggle for Anglo-Saxon liberties."

THE COMING OF MRS. ASQUITH

THE succession of Mr. Herbert Asquith to the position of Prime Minister of England is hailed with delight by what the *Liberté* (Paris) is pleased to call "the smart set" of London. Mrs. Asquith is described by this Parisian daily as a society woman in the highest and noblest sense of the term. Like many Englishwomen she not only loves politics but loves to mingle in the political battle, and her wit, knowledge, and brilliancy add power to the elbow of her husband. Of Englishwomen as politicians this writer says:

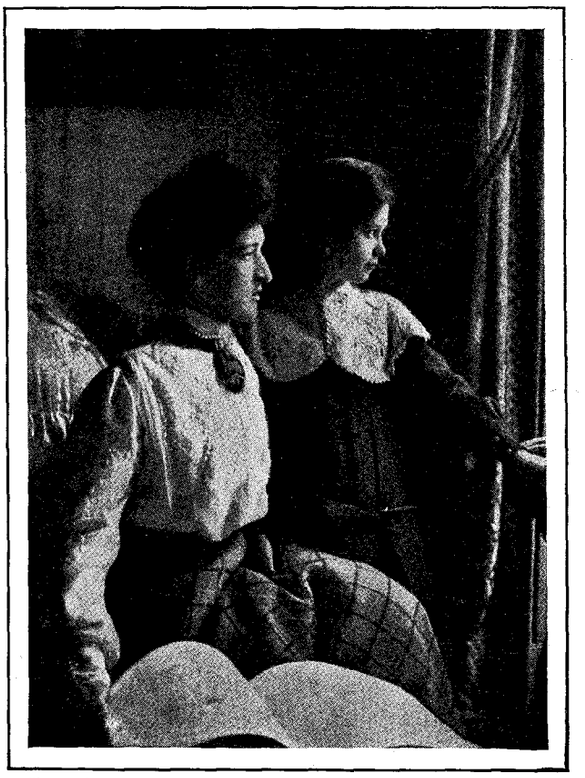
"Women in England take a deep interest in politics. They range themselves in the frankest manner in the world on the side of the leaders, Liberal or Conservative, of the day, and eagerly join them in the electoral battle or public demonstration in which their party is interested. Their intervention is by no means prompted by a desire to parade themselves, or by an uncontrollable ambition. It is inspired by the prevailing influence of manners quite different from ours. In fact it can be said of Englishwomen what has been said of the British monarchy: They reign, but they do not govern."

This, of course, does not apply to the suffragettes, "who are struggling for the success of a special program." "I speak," says this writer, "of women pertaining to all classes of society, and who, as seems natural, remain satisfied with the immediate companionship of those who preside over the destinies of the country in all the reverses or triumphs of political life."

He mentions the electoral successes of certain political leaders as due, in some degree, to the cooperation of women, and remarks of woman's political activity in England:

"The *grandes dames*, great ladies, are not satisfied with holding political meetings in their drawing-rooms or canvassing in their boudoirs. They go out into the street. They are a mighty power in politics. Nor do they do their work with haughty dignity. Quite the contrary. If women have obtained great influence in the political party they adhere to, it is because of their directness, the spirit of hail-fellow-well-met, which they display on all occasions. In the course of his electoral tours Mr. Chamberlain was always accompanied by Mrs. Chamberlain, and the other M.P.'s likewise were surrounded by an enchanting bevy of ladies—their wives, cousins, and friends of the charming sex."

Lady Campbell-Bannerman was fond of politics, but her health prevented her from appearing in public by her husband's side. He finished his political career as a widower. The wife of Lord Beaconsfield lived in retirement. Mrs. Gladstone and the Marchioness of Salisbury passed most of their time in the country and rather shunned London. Hence the official house of the Prime



Photograph by Reginald Haines.

MRS. ASQUITH AND HER DAUGHTER ELIZABETH.

Daughter of Sir Charles Tennant and queen of the fashionable "intellectuals" of London society, Mrs. Asquith is expected to inaugurate a new Elizabethan era in Downing Street.

Minister has felt the void which feminine influence filled so gloriously during the early days of Queen Victoria. Mrs. Asquith is now to revive those days, declares this writer. He says:

"A reign of elegance will begin in Downing Street with the coming of Mrs. Asquith. The wife of the new Prime Minister, daughter of Sir Charles Tennant, has already won a conspicuous place in English political life. Before her marriage, which took place in 1894, she reigned supreme over that group of fashionable 'intellectuals' who called themselves 'The Souls.' E. F. Benson, the novelist, made Mrs. Asquith the heroine of his successful romance, 'Dodo.' In fact she piques herself on her taste for literature and art, and her drawing-room is familiar to all that London counts of writers, painters, orators, and savants. She is a *bel esprit*, a woman of cultivation, in the very best sense of the term."

She has also attractions of person and address which win her affection and loyalty as the Premier's wife. The following description of her appearance is given by the writer in the *Liberté:*

"She is of medium height; her hair is chestnut; her profile, slightly angular and lean, indicates will power. The chin is stamped with decision, the mouth is somewhat thin, and her whole face gives one an impression of coldness. But the moment she begins to speak this impression is dissipated, for the grace of her conversation and the distinguished character of her intellect at once entrance her interlocutor."—*Translation made for* THE LITERARY DIGEST.

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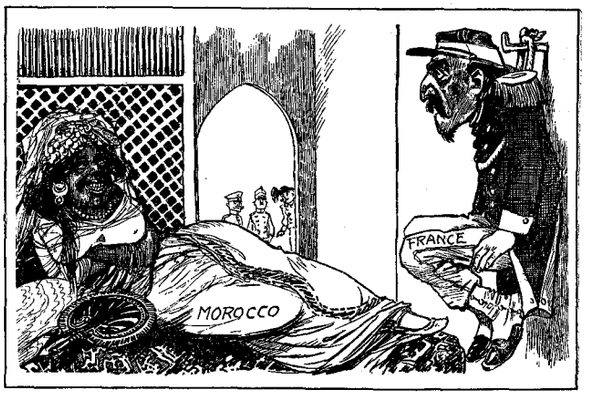
PROBLEM OF THE INDIAN FAMINE

OF "famine in the land" this country has happily had no experience, altho war, fire, and flood have from time to time wasted and distrest it. India, with its 300,000,000 inhabitants, is seldom without this scourge in some quarter or another of its vast area. The British Government is here faced with a terrible problem. Thus, to quote *The Christian Patriot* (Madras):

"More than all other Indian questions it is first and last a severely practical issue—how to provide sustenance for three hundred millions in normal season, and how to save the population from almost wholesale decimation in times of drought and famine. British Indian statesmanship has been taxed to the utmost in order to answer this question satisfactorily; but there is yet a great deal to be done. In spite of the extension of irrigation; tho medical and sanitary skill is brought to the very doors, as it were, of the Indian peasant; great as are the foresight and caution displayed in anticipating a famine, and vast tho the sums poured out in the shape of famine relief—the deaths from scarcity still continue appallingly high and the famines recur too frequently for the country to recuperate."

Lord Minto, the Viceroy of India, speaking recently at a meeting held in Calcutta to devise means for supplying the famine-stricken in Northern India, is reported as saying that the famine raging in Upper India is not to be compared in severity "to the last two great famines, either in extent or severity." It is, however, greatly aggravated by "the very high range of the prices of food grains." Of the area over which it extends the Viceroy remarked:

"The famine area comprizes practically the whole of the United Provinces, some of the Protected States in Central India, and parts of the Punjab, Bengal, the Central Provinces, and even Bombay. It covers approximately 15,000 square miles—somewhat more than Great Britain, Ireland, Holland, and Belgium combined—with a population of roughly fifty millions. In other words, over one-twelfth of the area of India one-sixth of its population are affected. Over the whole affected area the loss of the crops has been very great."



"THOU ART SO FAR AND YET SO NEAR."
—*Kladderadatsch* (Berlin).

GERMAN TAXATION.

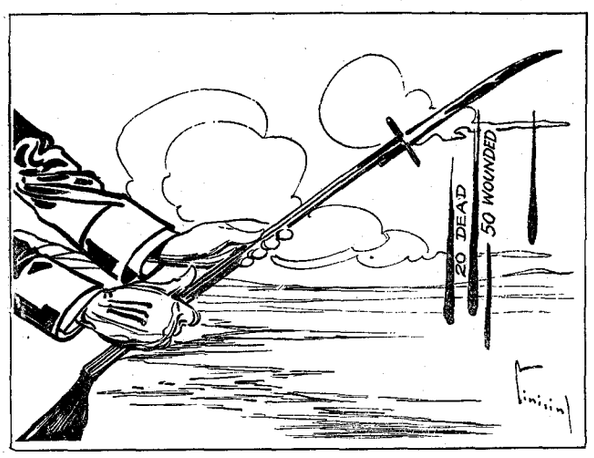
GERMANY—"I have taken most of their day's wages; I must see if I can't put a tax on sleep." —*Wahre Jacob* (Stuttgart).

The cause of the famine is, of course, the failure of the crops from drought. Unfortunately the crops of the coming season are threatened with a similar blight. To quote Lord Minto's words:

"In one division of the Punjab, for instance, the outturn of the autumn harvest was less than one-sixth of the normal, and it is calculated that this means an actual loss of Rs.200 lakhs (£1,383,000). For the whole of the United Provinces the autumn harvest was less than two-fifths of the normal, and the failure is, of course, considerably greater in the famine-stricken areas. The loss on rice and maize alone, the two great food crops, is estimated at Rs. 15 crores (£10,000,000). According to the latest returns there are 1,410,181 persons in receipt of relief, namely, 1,261,509 in British India and 148,672 in the Protected States, and tho in January our hopes were raised by the excellent and wide-spread rain which fell over Northern and Upper India, when there seemed, indeed, some probability that the sowings for the spring harvest would be more extensive than the original forecast made out, since then, unfortunately, no more rain has fallen, and we are receiving gloomy accounts of prospects of the next harvest, especially in the Punjab."

Commenting on these remarks of Lord Minto, *The Christian Patriot* says that a permanent famine fund ought to be established so as to be able by local branches to meet every emergency. The scheme is unfolded as follows:

"The creation and maintenance of a permanent and extensively supported famine fund with recognized branches throughout the whole country, is an imperative necessity. But in the absence of this organization, it is encouraging to note how readily the entire public, irrespective of class, race, or creed, has responded to the appeal. In addition, there are a very great number of private, religious, and philanthropic agencies—Christian largely, but non-Christian also—which may be relied on to do their utmost to relieve the needy. We can only hope that the need for all this benevolent activity will be for only a short period and that the famine conditions will soon give place to normal."



THE ELECTIONS IN PORTUGAL.

The Government has won, our institutions are saved, long live the King!
—*Fischietto* (Turin).

CIVILIZATION'S SHADOWS.

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SCIENCE AND INVENTION

BACILLI FROZEN TO DEATH

IT has been generally supposed that the temperature of freezing water has little or no effect on disease germs. Recent bacteriological tests by John C. Sparks, however, indicate that certain germs kept in ice at a temperature somewhat below freezing are totally destroyed in twelve to twenty weeks, and are reduced to a very small percentage in a few days. Mr. Sparks describes his experiments in *Ice and Refrigeration* (Chicago, April). He writes:

"Characteristic colonies of . . . bacilli were . . . [placed in] water of a temperature of 98.6° F., and kept at that temperature twelve hours. The water was then frozen into blocks of ice, and these blocks of ice kept in an insulated vessel in a brine-cooled ice-box at a temperature of 28°F. The ice remained hard and suffered no loss from meltage. . . . . .

"A sample of the water inoculated with the different characteristic types of bacilli that may be found in contaminated water was examined, and a bacteriological count made by the usual methods, so that a record could be made of the content of bacteria in the water before being frozen. All the bacilli were in an active condition in a high state of vitality."

From the counts of bacteria made by Mr. Sparks every week after the water containing them was frozen, it appears that after two days they were decreased from 25 to 50 per cent., in two weeks 85 to 95 per cent., and that the water had become quite sterile in 12 to 22 weeks, the latter period being required to kill 2,500,000 typhoid bacilli. Similar results, Mr. Sparks reports, have been obtained by Dr. William H. Park, Dr. Eugene H. Porter, Prof. W. T. Sedgwick, and others. He goes on to say:

"In drawing any conclusions from the above tests, and in trying to find a reason for the results obtained, we must consider the habits of the bacilli in their natural environment and in ice. The coli communis, typhus, and the spore-forming bacilli are all motile and have the power of moving in a liquid medium in search of their food. The streptococci are not motile, but the movement of the liquid in which they are present brings them new food. In ice the liquid is congealed to a mass in which movement is not possible, and new carbo-nitrogenous food can not be obtained by the bacilli. This change in environment probably has as much to do with the reduction in the number of the bacilli as the temperature. . . . . .

"My tests show that a reduction of 99 per cent. or over was reached in the case of the *B. coli communis* in two weeks after freezing; typhus bacillus three weeks after freezing; sewage streptococci five weeks after freezing; and the anaerobic spore-forming bacilli six weeks after freezing. I have no doubt that this result would have been reached more quickly at a temperature of zero, but I wished to hold my ice at a temperature as near to the freezing-point as possible without suffering loss from meltage. There was a small loss from evaporation probably, but it would cut no figure.

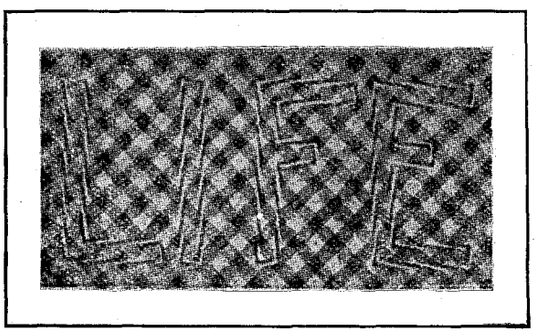
"The chief point to be learned from this series of tests is that ice, even when cut from water which may contain pathogenic bacilli, is utterly incapable of passing on disease if it is stored for some time before being distributed."

AN ELECTRIC SAFETY-VALVE—The aluminum cell arrester, a recent development in devices to protect electrical apparatus from overvoltage due to lightning or other sources of disturbance, is described in *The Inventive Age* (Washington, April 1). Says this paper:

"It has long been known that an electrolytic cell, made of two plates, one aluminum and the other carbon, possest the characteristic of letting the current flow freely in one direction, but not in the other. It occurred to scientists to make both plates of aluminum, thus forming a device with an action analogous to that of the safety-valve on a steam-boiler, since little or no current would pass so long as the electrical pressure was low. With a high pressure, a large current begins, which ceases as soon as the pressure resumes its original force. Such a characteristic is ideal for protecting electric circuits against overvoltage and its attendant dangers. The plates in the arrester are arranged in tray form, so that one rests within another, insulated from each other, but all containing an electrolyte. The whole is enclosed in a stoneware jar, and, if desired, one jar may be placed upon another, so as to increase the strength of the arrester. Arranged in this way, the electrolytic lightning-arrester has all of the qualities of a safety-valve as applied to electric circuits."

A NEW OPTICAL ILLUSION

A VISUAL illusion of an entirely different type from most of these hitherto known is described in a recent issue of *The Journal of Psychology* by Dr. James Fraser, of the Central London Sick Asylum. One would certainly say that the letters in the word illustrated herewith were tipped alternately to left and right.



WHERE LIFE IS NOT WHAT IT SEEMS.

It is, however, only the component elements of the letters that are inclined; these elements themselves are arranged in precisely vertical and horizontal order, as may easily be proved. Curiously, the angle at which the observer thinks the letters are inclined is not the angle of inclination of the small component lines. We quote from a notice of Dr. Fraser's article in *The Lancet* (London, April 11). Says this paper:

"Dr. Fraser states that: 'In all the hitherto published visual illusions of direction, with the exception of the checker-board or Münsterberg illusion, the illusory lines or bands are definitely continuous, uninterrupted in character, of black or of white, on a contrasting background. In the illusion of direction here described each illusory band consists of a series of visibly discrete similar parts, all inclined at the same small angle to the line of direction of the series to which they belong. Such visibly discrete parts may be conveniently termed "units of direction." Where the illusory band consists of alternating black and white "units of direction," it may be conveniently regarded as representing a cord consisting of two strands, black and white, twisted together.' This arrangement he refers to in the subsequent descriptions of the illusions as the 'twisted cord.' A twisted cord laid upon a gray or colored background of intermediate luminosity will, he says, apparently deviate from its actual line of direction at an inclination corresponding in trend (but at a smaller angular degree) to the inclination of the units of direction. This illusion is much increased in degree when the twisted cord is laid upon a checker-work background of squares of white, black, and an intermediately luminous gray in such a way that it bisects diagonally each member of a series of black and white squares, its black and white units bisecting respectively white and black squares (their contrasts) at a small angle with the diagonal line of the square. Dr. Fraser's description continues as follows: 'In such a figure each unit of direction is now, in effect, lengthened by the addition of a triangular area of the same luminosity at each of its ends. These triangular areas are derived or borrowed from the neighboring

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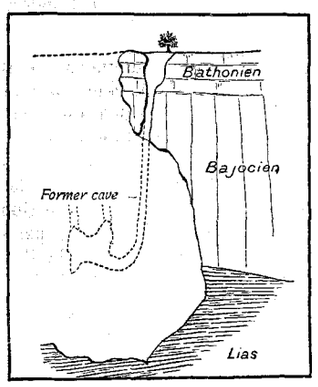
squares belonging to the series on which the twisted cord lies, and they lie on opposite sides of the twisted cord.' The reader will find that on holding the pages containing the illustrated figures on a level with the eyes so as to foreshorten the characters, Dr. Fraser's explanation becomes at once comprehensible. The 'units of direction' then remind us of horse-nails, but with a head on each end, on opposite sides placed slantwise to form the outlines of the letters forming the word LIFE. If one of the examples is looked at in this manner the apparent sinuosity of outline disappears, and the convergence and divergence of other examples are greatly modified. To see how great this modification is, it is only necessary to print on a piece of tissue-paper the word LIFE in simple straight characters of the same size as the apparently crooked letters. When the rectangular word on the tissue-paper is laid upon the 'crooked' word as printed above, the superimposition will be found almost exact."

BOTTOMLESS PITS

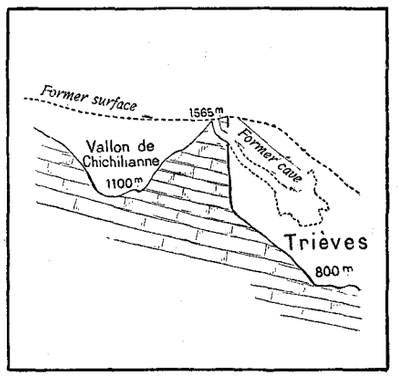
NEARLY every locality has some pit, cave, lake, or pond which the natives gravely declare to be "bottomless," simply because no ordinary pole or rope has been able to sound it. When a longer line is used, the bottom is found waiting for the lead. Sometimes a natural abyss will be discovered 1,000 to 1,500 feet deep, deep enough to excuse almost any statement about it before the facts are ascertained. That there are real bottomless pits, however, is pointed out by Prof. E. A. Martel, a French geologist, in *La Nature* (Paris, March 14). This term may be applied to cliff caves whose lower part has been cut off by the erosion of the valley below, thus turning them into tunnels through which the valley may be seen. Professor Martel writes:

"Recent underground exploration has shown that natural abysses are never 'bottomless,' as popular terror affirms them to be: 400 to 500 meters [1,300 to 1,650 feet] would appear to be the greatest depths revealed by sounding, tho explorers have not yet descended into them for more than 320 meters [1,050 feet] Nevertheless, the 'bottomless' abyss really exists—that is, if we use the expression to designate the absence, or rather the disappearance, of the former floor or bottom of caves of this kind.

"Our figures show the curious result; on a plateau opens a horizontal orifice whose appearance shows that it has long formed an inlet for rain-water. If we look through the opening we shall see that it is a tube open at the bottom and enabling us to see, as through a huge telescope, the bottom or the slope of a neighboring valley.



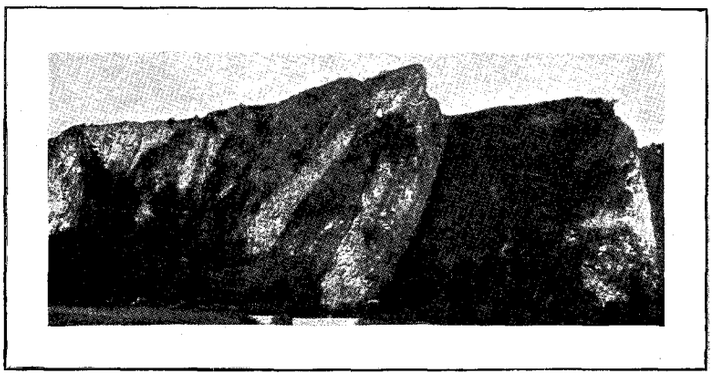
SECTION OF THE PIT OF PLANCHES.



SECTION OF THE HOLE OF PLATARY.

"This is what has happened: According to the universal law of the erosion of valleys and the lowering of the level of running water, the torrent once swallowed up by the abyss has been diverted into a neighboring depression which it has assisted to deepen. In the course of the geologic ages this deepening has become the excavation of a real valley; in some cases it has chanced that the bottom of the abyss, together with the grottoes to which it led, . . . has been carried away by the erosion of the sides or bottom of the gorge, while its upper end remains intact in a mass of rock. But such abysses, decapitated at the bottom (to use an Irish bull), are rare, because the erosion has generally proceeded from above downward; it is only when the lower strata are the softer, as often in limestone gorges or cañons, that the false entrance through the solider stratum appears. . . . All this explains, also, why 'bottomless' abysses are always very near a precipice, as the illustration shows.

"The first bottomless pit of this kind, near Choranche, in the valley of La Bourne, was noted by Decombaz. It forms on the exterior a vast funnel of 15 to 18 meters [50 to 60 feet] diameter and 35 meters [115 feet] deep. It is not obstructed at the bottom, but at 22 meters depth it bends sharply and traverses a rock 6 meters [20 feet] thick.


"THE GRAND DUKE'S HOLE,"
In the Furfooz limestone of Belgium.

"Next, Fournier discovered, on the plateau above the grotto of Planches d'Arbois, on the very edge of the cliff, a very odd pit; at the depth of about 40 feet there is a kind of cornice, formed of a large mass of rock, and below this is a tubular opening through which may be seen the valley 200 meters [650 feet] below; the impression is really startling. . . . . .

"Since these discoveries I have myself seen several instances of this peculiar phenomenon. The most remarkable is the so-called Hole of Platary, on the summit of the most eastern ridge of Vercors, above Clelles. About 1,563 meters [5,100 feet] a horizontal orifice opens suddenly like the mouth of an ordinary cave, which it probably once was. . . . The bottom has been cut off, demolished by the immense erosion of the vast basin of Trièves to the east, 700 to 1,000 meters [2,300 to 3,300 feet] deep, on which the present lower orifice of the former cave opens out in a superb ogival arch 8 meters [26 feet] high. . . . From the railway, between the stations of Clelles and Percy, on the line from Grenoble to Veynes, it is seen 700 meters [2,300 feet] in the air like a pinhole near the summit of the limestone cliff. It was in fact from the car-window that I discovered the aperture!

"In Belgium, in the Furfooz limestone, there is the so-called Grand Duke's Hole, into which we may descend and contemplate the windings of the Lesse, holding to the shrubbery to avoid being precipitated into the river 75 meters [250 feet] below. In the chalk cliffs of Étretat there is another evidence of an incompletely destroyed cave, whose remaining upper entrance will soon doubtless disappear. . . . Finally, the natural tunnel of Oupliz-Tsiké in Transcaucasia is in the same category of hydro-geologic accidents."—*Translation made for* THE LITERARY DIGEST.

LOCATING BURIED IRON PIPE BY COMPASS—A simple magnetic device by the use of which a 12-inch cast-iron pipe, buried from 2½ to 3 feet deep in a field of stiff adobe soil, was successfully located, is described by Albert E. Wright in *The California Journal of Technology*. The following abstract is quoted from *The Municipal Journal and Engineer* (New York, April 22):

"The use of the ordinary miner's dip-needle suggested itself,

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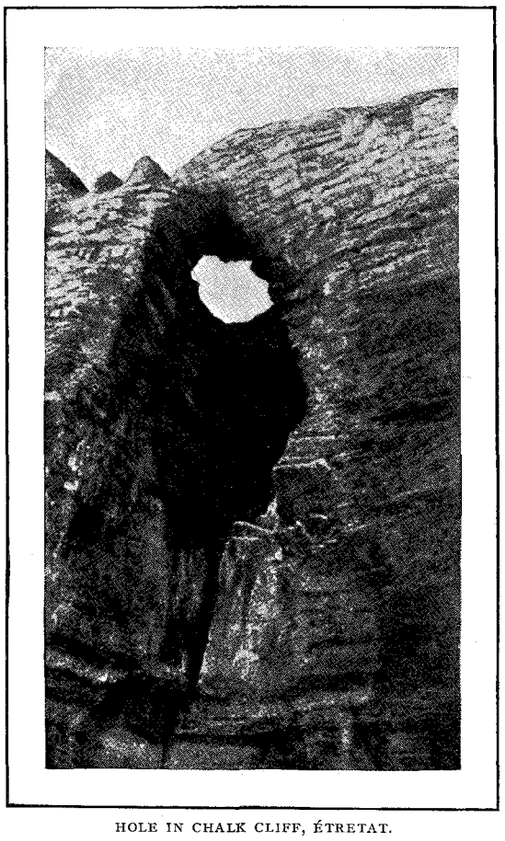
but it was believed this would not be sensitive enough. Instead, a knitting-needle was magnetized and fastened to a strand formed of about ten fibers of silk floss. To hold these fibers in place on the needle, two half-hitches were taken around the balancing-point and glued there. In order that the two ends of the needle might be attracted by the pipe with different force, it was so balanced as to dip normally about twenty degrees from the horizontal. The needle was mounted in a cigar-box, the upper end of the thread being fastened to the box with a thumb-tack, and a divided circle was sketched in on each end on which to read deflections; also a vertical line was drawn from the point of suspension to serve as a guide in leveling the instrument. A glass cover was applied to keep out the wind. In use the box was placed on the ground in a horizontal position and oriented to stand north and south. By moving across the supposed line of the pipe, taking readings about two feet apart, the location of the pipe was very closely determined. The deflection over a bell was usually twice that over the mid-length of the pipe. This device cost eleven cents and saved several days' labor in digging."

EFFECT OF REPEATED DOSES OF POISON

IT is well known that the organism may accustom itself to the action of certain poisons, just as it may become habituated to muscular exertion. To certain others, however, it can never become accustomed, just as, for instance, one could never be habituated to frost-bite. Every time the nose or ear is frozen, it becomes more instead of less sensitive to frost. This increasing sensitiveness to toxic action has been named by Professor Richet



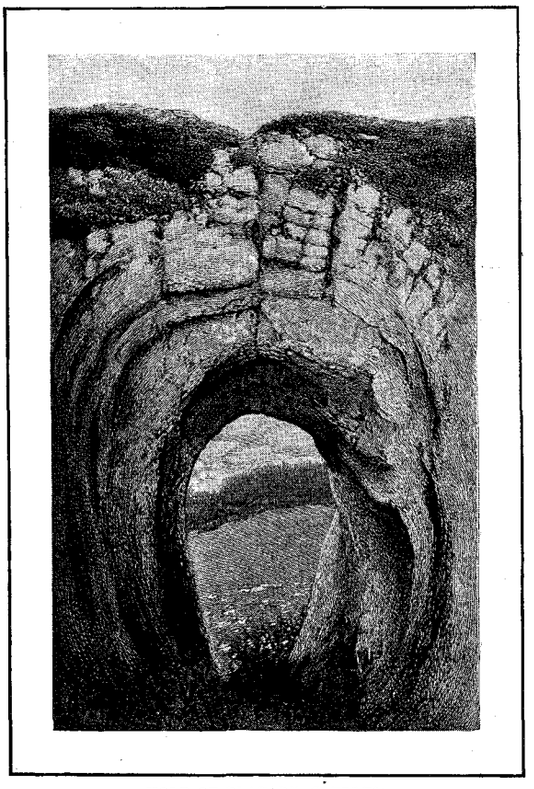
HOLE IN CHALK CLIFF, ÉTRETAT.

"anaphylaxis," and its peculiarities form the subject of an article contributed to *Cosmos* (Paris). Says the author:

"Organisms adapt themselves to conditions of life that vary within rather wide limits, so long as they became accustomed to those conditions slowly. Thus, by modifying slowly the bouillon in which a culture of microbes is made, or by causing its temperature to change, new varieties may be produced, whose virulence is weaker or stronger than the original. Sudden changes in the same direction would kill the microbe.

"A learned microbiologist of the Pasteur Institute, Dr. Halfkine, took two colonies of microbes living in brackish water and daily added salt to the water of one colony and fresh water to the other, so that the infusoria gradually became accustomed to live respectively in salt and fresh water. When he mixt the water in the two vessels all the microbes died, one group because of the excess of salt, the other because of its deficiency.

"Salt is an integral part of our tissues, but its quantity can not



HOLE OF PLATARY, CLELLES.

be varied suddenly by large amounts. The organism accustoms itself slowly to variations and also adapts itself to media containing strange or abnormal elements—real poisons, mineral, vegetable, or microbian. A typical mineral poison is arsenic; a typical vegetable poison, morphin. The immunity acquired by injecting cultures of the germs of anthrax, diphtheria, and other infectious diseases is an example of habituation to microbial poisons.

"We may habituate ourselves to arsenic, morphin, or cocain, and we then may tolerate daily doses a single one of which would kill an unadapted organism. These poisons may even become necessary to the normal functions of the organism, and their sudden discontinuance may bring on illness or even death.

"This, however, is not the case with all poisons. We accustom ourselves to the unpleasant effects of tobacco. The smoker who is made ill by his first cigaret, succeeds in smoking cigars without number with apparent freedom from injury; and yet the sudden stoppage of their use involves no discomfort. When tobacco produces the first symptoms of heart trouble, the smoker gives up his habit very easily and even finds the odor of a cigar disagreeable. . . . He seems to have become more sensitive than before to the poison. This is precisely the opposite of immunity.

"To inoculate a subject with antidiphtheritic serum is to make him immune to diphtheria—to cause prophylaxis; it would seem that certain poisons, microbian or other, create an opposed state, 'anaphylaxis.'

"Anaphylaxis is the opposite of phylaxis, the contrary of protection (Greek *phylaxis*, protection, and *ana*, indicating regression). The word was invented and the thing discovered by Professor Richet, who in 1902 extracted from actinias [sea-anemones] a poison with characteristic effects. He called it 'congestin' because it brought about intense congestion of the abdominal viscera. The bodies of many other marine creatures contain analogous poisons, and we thus have a series of toxic substances able to cause the death of mammals by intense congestion of the whole digestive system."

The peculiar action of this system of poisons appears from the

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following fact: If a dog be given the smallest toxic dose, he recovers after an indisposition of a few days. If then a very small quantity—as small as one-twentieth of the previous amount—be administered, dangerous symptoms appear at once. The first dose has made the animal more sensitive to the poison; he has, to use Professor Richet's term, been "anaphylactized," the opposite of immunization. Further, the serum of an anaphylactized animal, when injected into another animal, renders it also abnormally sensitive to the poison. This serum, however, contains no poison, for its injection does not inconvenience the animal at all; its effects appear only on administration of small doses of the poison. It must therefore contain a substance which, non-poisonous in itself, develops a poison by reaction with the congestin. This class of substances Richet calls toxogenins [poison-producers]. Anaphylaxis, we are told, has been found to exist in connection with a large class of poisons and of other substances, including white of egg (when injected into the blood), peptones, microbial extracts, tuberculin, and diphtheria toxin. For all these the reaction is greater for the second injection than for the first. The writer goes on:

"In therapeutics analogous effects are recognized. With persons who are affected by antipyrin, a second dose, eight days later, even if much weaker, produces the same results. Certain children can not take milk, which is injurious to them even in small quantities. It is natural to suppose that a previous toxic effect of ill-digested milk may have introduced anaphylactizing products into the blood. Other idiosyncrasies may be similarly explained.

"Physiology thus comes to the assistance of medicine by aiding us to recognize certain ways of individual reaction to toxic or medicinal agents, and by throwing new light on the complex problem of idiosyncrasy."—*Translation made for* THE LITERARY DIGEST.

TRYING TOBACCO ON THE DOG—Recent French experiments on the effects of tobacco-smoke when inhaled by animals are described in the *Revue Scientifique* (Paris). This paper notes that recently Messrs. Fleig and De Visme have experimented on animals subjected to the direct influence of tobacco-smoke, as well as its products of condensation or dissolution in various liquids, such as salt-water, blood-serum, alcohol, ether, etc. These authors administered to guinea-pigs, rabbits, rats, and dogs, in the natural state, tobacco-smoke by inhalation or by insufflation in the tissues. We read further:

"Desiring to reproduce the conditions of ordinary tobacco-smoking exactly, they administered the smoke both by pulmonary inhalation (the case of the smoker who inhales his smoke) and by bucco-laryngeal inhalation (the case of the smoker who does not 'inhale').

"The authors experimented on three kinds of tobacco: (1) ordinary caporal; (2) Maryland; and (3) sweet caporal, which is said to be deprived of its nicotin.

"Wishing to check their experiments with scientific rigor, they caused the animals experimented upon to inhale also the smoke of lucerne.

"With a dog, the results were as follows: After the bucco-pulmonary inhalation of several whiffs of tobacco, there was an acceleration and increase of amplitude of the respiratory movements. Sometimes this increase was preceded by a momentary stoppage of breath. Then, little by little, the respiration resumed its normal type.

"The arterial pressure underwent a great and sudden fall, which was proportional to the quantity inhaled. At the same moment the heart slowed up extremely. After a short interval the pressure rose much above the normal, and the heart began to beat abnormally fast. Then, little by little, the pressure returned to the normal, or sometimes a little below.

"While the blood-pressure was falling, the kidney underwent an intense vasoconstriction, followed by dilatation, . . . and the brain went through inverse variations. . . . . .

"Bucco-laryngeal inhalation (without taking the smoke into the lungs) gave the same results with less intensity. Lucerne-smoke produced no vasomotor effects, and with sweet caporal the effects were clearly less intense."—*Translation made for* THE LITERARY DIGEST.

EVOLUTION OF FOOD

WHILE man has been progressively developing toward his present form, there have been corresponding changes in the substances he has used for food and in the manner of their preparation. In a paper on "The Therapeutics of Diet," read recently before the Therapeutical and Pharmacological Section of the Royal Society of Medicine in London, Dr. Harry Campbell reviewed the changes which man's diet has undergone since simian times. Says *The Hospital* (London, March 28), in a review of this paper:

"Man's simian ancestor was mainly frugivorous (*i.e.*, he subsisted chiefly on a concentrated vegetable diet), but he also consumed a small proportion of animal food. Man in his evolution from the ape has made three great dietetic advances. The first advance was made when he learnt to hunt and fish, by which means he greatly increased his supply of animal food. The second advance consisted in the artificial preparation of his food. The third and final advance was cibi-culture—*i.e.*, the breeding of animals and the cultivation of the vegetable kingdom for purposes of food. Dr. Campbell traced the fluctuations in the relative proportion of animal and vegetable food consumed by man during the various phases of his evolution, and contended that during the early hunting period he was even more carnivorous than vegetarian; and that inasmuch as man has evolved from the ape on a highly animalized diet, it is idle to contend that he is by nature essentially vegetarian and that animal food is necessarily injurious to him.

"Dr. Campbell drew attention to the fact that since the advent of cookery man has consumed less and less raw vegetable food, and that during this time his cooked vegetable food had become increasingly soft, so much so, indeed, that from the dietetic standpoint the present age might be called 'The Age of Pap.' He insisted that a due proportion of vegetable food should be eaten raw, and that cooked farinaceous foods should be in a form compelling abundant mastication. Were this plan adopted, not only indigestion, but diseases of the teeth, nose, and throat, would greatly diminish in frequency. Dr. Campbell also drew attention to the enormous increase in the consumption of sugar within recent years. He pointed out that whereas wild honey was the sole source of pure sugar for primitive man, thousands of tons of cane-sugar are at the present time extracted yearly from sugar-cane and beet-root. He has no doubt that in England at all events far more good is to be obtained from curtailing starch and sugar than from cutting down the animal food, altho the latter may sometimes be necessary also."

WHEN DOCTORS AGREE—A plea for cooperation instead of competition among medical practitioners in the same town is made by Dr. Channing W. Barrett, of Chicago, writing in *The Chicago Medical Recorder* (April 15). Says Dr. Barrett:

"The basic principle is that physicians are made for sick people, and not sick people for physicians. . . . Often and always we should ask, what is right for the patient? The people then are to be considered. They are to be given the best possible service. This calls for cooperation instead of competition. The question is not how can I run Drs. Smith, Jones, and Brown out of town? but how can Drs. Smith, Jones, Brown, and I render these people the best possible service? If we keep this in mind, we will not spend the time belittling each other. We will not try to do everything and do it poorly. We four, or ten, or twenty in a town will fall into a natural way of bettering ourselves along one line of work. If Jones begins to adapt himself to surgery and Smith to internal medicine and Brown to gynecology and obstetrics, that makes my opportunity, and I turn my attention to the eye, ear, nose, and throat. This is far more rational than to have every man in town putting in an *x*-ray because Smith does, or doing a laporotomy because Jones had an appendectomy. That is the curse of hospitals in small towns. A place that would support one or two good, qualified surgeons has its population decimated by twenty or twenty-five would-be-but-can't-take-time-to-prepare surgeons. Every physician trying to cover the same line of work is no more rational than for every merchant to carry the same line of goods. There are communities so isolated and small that all the work must be done by one man, and sometimes he does nobly,

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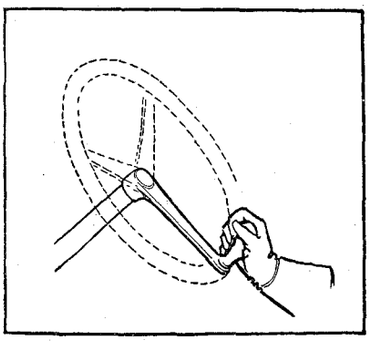
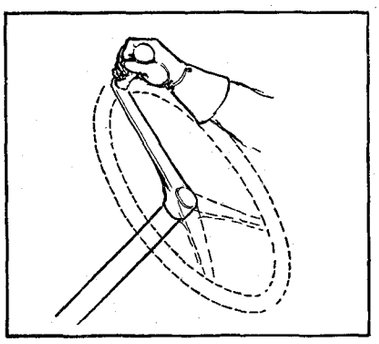
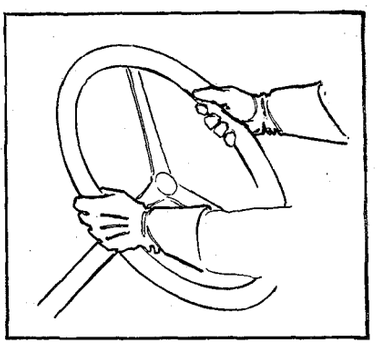


IF A WHEEL BE HANDLED BY ITS LOWERMOST POINT THEN IT RESEMBLES A TILLER AND IS DYNAMICALLY UNSTABLE.



IF A WHEEL BE HANDLED BY ITS UPPERMOST POINT THEN IT IS DYNAMICALLY STABLE FOR STEERING AT ALL TIMES.



GRASPING THE WHEEL OPPOSITELY WITH BOTH HANDS IS DYNAMICALLY SAFE FOR STEERING MOTOR-CARS ON ANY ROAD SURFACE.

but, of necessity, he does many things poorly, and many a patient dies that skilled assistance would save. They pay the price of their isolation. Cooperation leads to greater efficiency."

SAFE STEERING ON A MOTOR-CAR

THE right or wrong type of steering-gear on an automobile may make all the difference between safety and disaster at a critical moment, notes a writer in *Motor Age* (Chicago, April 9). A slight error in steering will be increased by one type until it is fatally wrong and the car is in the ditch; another type will tend automatically to correct slight mistakes. The former the writer calls "dynamically unstable"; the latter, "dynamically stable." We read:

"In one of the earliest types of steering-mechanism used on motor-vehicles the wheels were controlled by a lever pivoted at a point in front of the driver usually at or near the center of the dashboard, this type being commonly known as 'bath-chair,' or tiller, steering. It was in a vehicle so fitted that M. Levassor, of the firm of Panhard & Levassor, lost his life in an early race.

"This type of steering has an inherent defect that is not obvious until the matter is considered from a dynamical standpoint. Let us suppose that the front-seat passenger stand up for any reason, and by accident while standing touch the tiller. The immediate effect is that the course of the car is deflected in the opposite direction to that in which the tiller is moved; but the tendency of the occupant is to go straight on according to the first law of motion, so that the contact with the tiller, at first a mere touch, soon becomes a heavy pressure. Thus the car is deflected still more to the left—assuming that the passenger is on the left-hand side of the car—and the pressure on the tiller becomes still greater, so that what was originally a mere touch becomes, in no more than the fraction of a second, a pressure against which the efforts of the driver are powerless, and the vehicle is overturned.

"From another point of view we know that if any sudden steering-effort were made when a passenger is standing he would lose his balance, and fall in the reverse direction to that in which the vehicle is steered, just as if he had been standing on a platform that was suddenly drawn from under him; a lesser steering-effort, tho disturbing his equilibrium, will not cause him to fall. If, however, the effect of his momentary loss of equilibrium cause him to exaggerate the initial steering-effort by coming into contact with the tiller, the lesser steering-effort is converted into a greater, and he falls with his whole weight on the steering-mechanism, with disastrous consequences. It is further evident that if the driver be not very securely seated he may himself lose control, for if he oversteer in any emergency enough to lose his equilibrium the result is a foregone conclusion. In practise even the inertia of the hand and arm of the driver of a car with bath-chair steering tells its tale in the slightly zigzag course to which such cars are liable, each small steering-effort becomes overdone, the car 'oversteers,' and its track is reminiscent of the motion of a water-fly."

When the dangers of bath-chair steering were first realized, the public, we are told, rushed to the conclusion that the general principle of lever- or tiller-steering was at fault. This, the writer assures us, is far from the truth. It is the direction of the steering-motion in the bath-chair type that is dangerous. If the direction of the steering-effort be reversed, the forces that were previously a cause of danger become a source of security. If the lever be arranged to move in the same direction as that in which the car is to be steered, the difficulty vanishes, the forces called into play actually preventing oversteering. To quote further:

"It is of interest to examine the generally adopted wheel-steering from the dynamical point of view; the matter is not altogether simple, owing to the fact that the manner in which the wheel is held and handled is an important factor in the problem; we will, therefore, briefly discuss the matter on certain alternative bases.

"Firstly, let us suppose that the wheel be handled only by its lowermost point, then its action resembles the bath-chair steering with a very short lever; it is dynamically unstable. If, conversely, we suppose the wheel handled only by its uppermost point, the motion is in the same direction as the car is steered, and it is, therefore, dynamically stable. Neither of the above suppositions, however, exactly represents the facts as to how a wheel is manipulated. The usual method of holding the wheel—at any rate, at high speeds, when dynamical considerations are of greatest importance—is to grasp it in both hands, one on each side, and, when steering, the wheel is turned in the direction that the body is leaned. Under these circumstances the steering is dynamically stable, but the motions concerned are rotative rather than translational, as in the previous case. In considering this aspect of the problem, it is easiest to assume that the steering-wheel is vertical, like the steering-wheel of a ship. Then suppose the driver, sitting upright, to grasp the wheel firmly, making it virtually part of himself, and that the steering is effected by swaying the body to the right or left, so that the wheel is moved through the same angle as that through which the driver's body is swayed. Now it will be seen that if the driver should lean over farther than intended, or from any accidental cause the course of the car be unexpectedly diverted, the centrifugal force acting on the driver's body will cause it to sway in such a manner that equilibrium will be restored.

"If, as is actually the case, the steering-wheel is inclined, there is still a component motion acting in the manner stated. It is interesting to recall how much more suitable the heavily raked steering-pillar appears on a speed machine—in which the importance of the dynamic forces is the greatest—than the more vertical pillar; the latter always looks out of place except on a slow-moving vehicle. The mechanical instinct in this respect seems to comprehend at once that which cold-blooded reason reaches only with some difficulty."

"THE famous 'Giants' Causeway' in the north of Ireland is suffering the fate of the New Jersey Palisades overlooking the Hudson, for it is in the hands of stone-merchants," says *The American Antiquarian* (Chicago, March–April). "A consignment of two hundred tons of the basaltic columns comprising the Causeway has recently been shipped to Philadelphia. It will be asked whether there is no power in Ireland to protect the Causeway. Altho at one time it was supposed to be the work of the giants who abounded in Ireland, and to whom a piece of construction about a furlong in length would be child's play, it is not in a legal sense an ancient monument. The Irish courts decided that the stones belonged to a company, and since that time the causeway or pier can not be seen without payment. It may therefore be assumed that the disposal of the basalt is a legal transaction. America is fast becoming a great museum, and it will be incomplete unless several of the natural as well as the artistic 'curiosities' of Europe are to be found here."

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THE RELIGIOUS WORLD

SOCIALISM INFECTING THE CLERGY

THREE hundred of the clergy of this country are declared to be allied with the Socialist movement by open profession, while many more are secretly in sympathy with the cause, but hesitate for prudential reasons to make an open avowal. Only a few years ago, it is stated, Socialist principles seemed to be confined to a small number of Unitarian preachers, "who, being radical in theology, readily became radical in sociology likewise." But now, we read in a statement issued by the Christian Socialist Fellowship, "not only do the Unitarians smell of the malady, but Episcopalians by the score, and numerous Baptists, Methodists, Presbyterians, Disciples, Lutherans, Congregationalists, Universalists, and even Roman Catholics have become infected with the Socialist microbe and stricken with the disease." An active propaganda is contemplated by the ministers who have recently formed in New York what is to be known as the Ministers' Socialist Conference, which will hold closed sessions in order to avoid misrepresentation by the press. At a meeting held on April 29 a declaration of principles was adopted, and, as given to the press by the secretary, Rev. John D. Long, pastor of the Park Side Presbyterian Church, Brooklyn, embodies the following purposes:

"The United States Government according to the Constitution is a government of, by, and for the people. We go a step further and say that the people should also own the means of production and distribution. We realize that this can not be brought about suddenly, but everything is tending that way. The post-office system, the water supply, the public-school system, and several other things now run by the Government are applied Socialism. We believe that a republic is one step from a monarchy to Socialism, and by evolution helped by education Socialism is bound to come. It may, we believe, take a generation to establish Socialism in place of the present forms of government, as the people will gradually have to overcome long-cherished prejudices before they are prepared for the new order of things.

"Meantime the evolution is going on. We believe that the trustification of lines of business is collective ownership for the benefit of the corporations and will be followed by collective ownership for the benefit of the people. The Ministers' Socialist Conference does not concern itself with election campaigns or the nomination of Socialist candidates, but takes up Socialism in the broad sense as the coming order of things, which it can help to hasten by educating the people to the realization that Socialism is the highest form of social and industrial development. Socialism will not come in the form of a sudden revolution, but will come naturally and logically. We believe in living up to our obligations as citizens under the present form of government until Socialism takes its place."

A convention will be held in New York from June 1 to June 3, so it is announced, to make the organization a national one. Dr. Long, in speaking on an earlier occasion to a representative of *The Sun*, said of the motives behind this movement:

"The clergymen who have affiliated with the new organization have come to the conclusion that Christianity will not work under a competitive commercial system and that the inauguration of Socialism is necessary for civilized human beings. We regard Socialism as the economic expression of the Christian life and believe that it is now the duty of the Church to step in and advocate Christian Socialism in the United States. H. H. Rogers in a recent magazine article said that business is war; and if business is war and if, as another man said, war is hell, then business and the competitive system must also be hell. Several of the trustees of the largest corporations are also behind the new movement, but their relations to us are of the most confidential nature and they have enjoined me from mentioning their names."

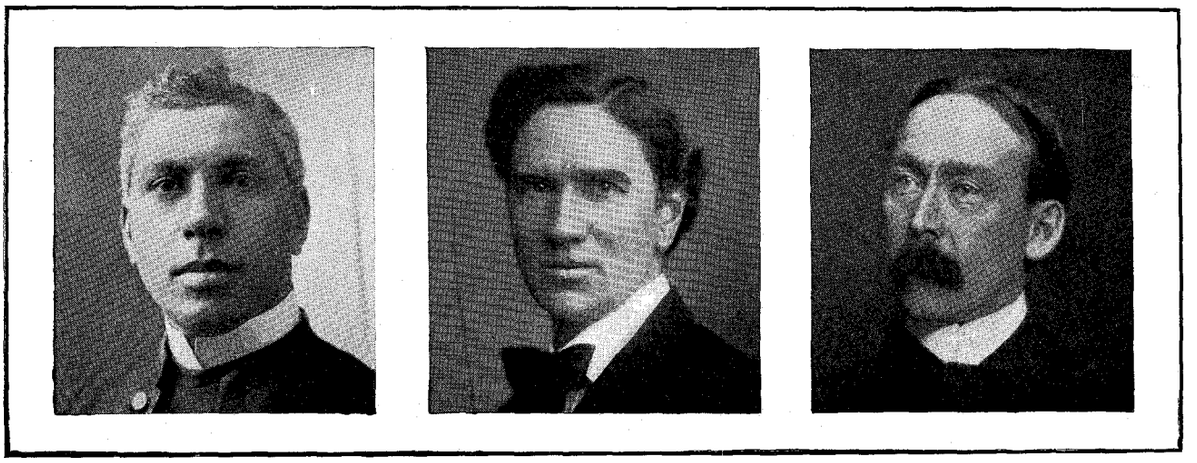
From statements made by Dr. Long we gather the following historical account of the larger organization, whose membership includes laymen as well as ministers. Considerable attention has recently been attracted to the meetings of the New York branch of this body which have occurred on Sunday evenings at the Church of the Ascension. The publicity gained by these Socialistic discussions finally proved distasteful to the vestry, and last week it was voted to eliminate this subject from future church meetings. Dr. Long thus presents the facts:

"The formation of the National Christian Socialist Fellowship dates from a conference held in Louisville, Ky., two years ago. One year since, a much larger conference was held in Chicago, and this year, May 28 to 31, a national conference is to be held in New York City.

"The movement at its beginning established a paper called *The Christian Socialist*, which is published in Chicago by a couple of preachers, Rev. E. E. Carr and Rev. J. O. Bentall. . . . . .

"The object of the Christian Socialist Fellowship is declared to be 'To permeate churches, denominations, and other religious institutions with the social message of Jesus; to show that Socialism is the economic expression of the Christian life; to end the class struggle by establishing industrial democracy, and to hasten the reign of justice and brotherhood upon earth.'

"It is asserted that the movement is not political, yet it is admitted that it is through political action that its principles are to become operative, and it is not denied that those most active in pushing the propaganda are also active members of the Socialist party."



REV. GEORGE F. MILLER. REV. ALEXANDER F. IRVINE. REV. JOHN D. LONG.

LEADERS OF THE MINISTERS' SOCIALIST CONFERENCE.

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PROCESSION OF PRELATES AT THE CATHOLIC CENTENARY CELEBRATION.

Cardinal Logue, who is shown in the picture with a train borne by pages, is the chief visitor from abroad. He is Primate of Ireland, and said at the dinner of the alumni of Maynooth: "I am over here without the permission of the Holy Father, which I should have secured. I was afraid that I wouldn't get it, so I didn't ask for it. May be that I shall see the Holy Father sooner than I shall desire."

A CENTURY OF NEW YORK CATHOLICISM

THE week beginning April 26 was devoted by the Catholics of New York to a celebration of their first centennial. They commemorate, says *The Catholic News* (New York), "what is probably the most marvelous instance of the growth of the Catholic Church on record." When the diocese of New York was created, says this authority, the entire territory of the United States made up one see. But on April 8, 1808, Pope Pius VII. erected Baltimore into a metropolitan see and created the new sees of New York, Philadelphia, Boston, and Bardstown. Some further historical and statistical facts are given herewith:

"The diocese of New York as at first created comprized the States of New York and New Jersey. In this vast area there were then only what we consider to-day a handful of Catholics, with a few places of worship. Now the original diocese of New York is divided into nine dioceses—those of New York, Albany, Brooklyn, Buffalo, Newark, Ogdensburg, Rochester, Syracuse, and Trenton, which have a Catholic population of more than three millions. The diocese of New York alone has 1,200,000 Catholics, who worship in 317 churches and 186 chapels, and whose spiritual welfare is looked after by 894 priests, 298 of whom are members of religious orders. In the seminary at Dunwoodie are 124 ecclesiastical students, and in Rome the diocese is represented by 13 seminarians. The preparatory seminary has 141 students. There are in the colleges and academies for boys 3,339 students, and in those for girls 3,736. The parish schools for boys and girls are providing a thorough education for 65,152 pupils. In many charitable institutions the diocese is caring for a multitude of God's poor."

The New York *Sun*, in the course of a long historical editorial, pays this tribute to the tenacity of this Church in the face of obstacles:

"The astonishing multiplication of Catholics in New York City has been paralleled by their extraordinary advance in respect of wealth, political distinction, professional eminence, and general education. We can only appreciate the phenomenal progress by looking back a hundred years and recalling the fact that in 1808 wise observers had good reason to believe that the Catholic Church, driven out of Northern Europe by Luther and Henry VIII. and thrown into terrible confusion in Latin countries by the French Revolution, was in its death-agony and had not strength enough left to put forth a new effort on the western side of the Atlantic. When the first bishop of the New York diocese was consecrated Catholicism was feebler in the city and State than any obscure Protestant sect, and in the opinion of almost all disinterested onlookers it was destined so to remain. As the Rev. John Talbot Smith points out in his history of 'The Catholic Church in New York,' the twentieth century opens upon a very different scene. 'Nowhere in the American Commonwealth,' he says, 'does the Catholic Church stand so firm and so high as in the City of New York, which is, indeed, a candle-stick that would make the weakest light far-reaching.' It is, Dr. Smith adds, the greatest religious force in the metropolis.

"Social reformers and political leaders know well what it stands for. It stands for religion in individual human existence, and consequently it opposes with vigor the advance of indifferentism and agnosticism in American life. It stands for religion in education. It has organized a church-school system the fruits of which, in Dr. Smith's judgment, already shame the dry-rotten product of mere intellectualism. The Catholic Church stands also for indissoluble marriage. The divorce evil has not so much as stained the garments of the Catholic citizens of New York. It stands, finally, for the existing civil order. Catholicism marshals its sons against the errors that would destroy American liberty—such fatal perversities as Socialism and Communism. American statesmen know that the Catholic Church stands for an antisocialistic policy and that they will find for times of trouble a sure rampart in the principles of American Catholicism."

The New York *Evening Post*, commenting upon the Protestant attitude toward the Catholic Church, observes that if Protestants should be asked to participate in the centenary meetings and should speak out frankly the thoughts in their hearts, "they could bear a testimony which would be, in some ways, more telling than any coming from within the church." Continuing it says:

"Remembering the old and bitter anti-Catholic feeling, it marks a great transformation that to-day it would be safe to say that the Protestant churches would look upon the extinction or withdrawal of the Catholic churches as a great calamity. This does not imply that religious or even theological conviction has broken down; but that tolerance has broadened and that eyes have been open to see the facts. We are certain that Protestant denominations would be simply aghast and appalled if they were asked to take over the work of the Catholic Church in New York. They could not begin to do it."

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SECRETARY TAFT ON FOREIGN MISSIONS

SECRETARY TAFT, in speaking recently before a mass-meeting of the Laymen's Missionary Movement in Carnegie Hall, New York, referred to a time when he "was enjoying a smug provincialism" and believed in home missions to the exclusion of foreign. "Until I went to the Orient," he continued, as we read in the full report of his address published in *The Christian Advocate* (New York, April 30), "until there were thrown on me the responsibilities with reference to the extension of civilization in those far-distant lands, I did not realize the immense importance of foreign missions." The rest of the Secretary's speech, *The Christian Advocate*, in its editorial column, characterizes as "a valuable testimony to the influence of Christian missions, and an antidote to the incorrect or magnified statements which are set afloat by haters of Christianity, in some cases, and by careless observers, by sectarians, by mere politicians, or by travelers who stay in a country from twenty-four hours to a week." We quote further from the Secretary's speech:

"The truth is we have got to wake up in this country. We are not all there is in the world. There are lots besides us, and there are lots of people besides us that are entitled to our effort and our money and our sacrifice to help them on in the world. Now no man can study the movement of modern civilization from an utterly impartial standpoint and not realize that Christianity and the spirit of Christianity is the only basis for the hope of modern civilization and the growth of popular self-government. The spirit of Christianity is pure democracy. It is the equality of man before God, the equality of man before the law, which is, as I understand it, the most godlike manifestation that man has been able to make. Now I am not here to-night to speak of foreign missions from a purely religious standpoint. That has been done and will be done. I am here to speak of it from the standpoint of political, governmental advancement, the advancement of modern civilization. And I think I have had some opportunity to know how dependent we are on the spread of Christianity in any hope that we may have of uplifting the peoples whom Providence has thrust upon us for our guidance. . . . . .

"I have been at the head of the Philippines, and I know what I am talking about when I say that the hope of these islands depends upon the development of the power of the churches that are in those islands. One of the most discouraging things to-day is not the helpless, but the poverty-stricken, condition of the Roman-Catholic Church, which has the largest congregation in those islands; and every man, be he Protestant or Catholic, must in his soul hope for the prosperity of the Roman-Catholic Church in those islands in order that it may do the work that it ought in uplifting those people.

"So too with reference to the Protestant missions in those islands. They are doing a grand and noble work. It may be that their congregations will not be so large as those of the Roman-Catholic Church—it is not to be so expected—but the spirit of Christian emulation, if I may use it, of competition, between the representatives of the churches, has the grandest effect upon the agents of all the churches, and so indirectly upon the people. And it is the influence of the churches upon a people as ignorant as they are that holds up the hands of the civil Governor, charged as he is with the responsibility of maintaining peace and order, of inducing them to educate their children and to go on upward toward the plane of self-government.

"I am talking practical facts about the effect of religion on the political government, and I know what I am talking about. Now foreign missions accomplish—I did not realize it until I went into the Orient the variety of things that they accomplish. They have reached the conclusion that in order to make a man a good Christian, you have got to make him useful in a community and teach him something to do and give him some sense and intelligence.

"So, connected with every successful foreign mission is a school, ordinarily an industrial school. Also you have to teach him that cleanliness is next to godliness, and that one business of his is to keep himself healthy, and so in connection with every good foreign mission they have hospitals and doctors. And, therefore, the mission makes a nucleus of modern civilization, with schools, teachers, and physicians, and the Church. In that way, having educated the native, having taught him how to live, then they are able to be sure that they have made him a consistent Christian."

ATHEISM IN GERMANY

THE more serious, and especially the clerical, section of the German newspaper press is lamenting the lack of Christian feeling, belief, and practise in German homes and German schools. The refined and educated classes, we are told, are fast drifting in the wake of France as represented by Combes and Clemenceau. The anti-Christian movement is desolating the primary schools, robbing homes of discipline and happiness, and driving children to despair and suicide. It has penetrated even to the schools of learning, where the great intellectual leaders of German life sit as professors. The people are tired of the old religions, we are told, science has taught them another way, and a theory of monism is becoming popular which obliterates the idea of a Deity as an independent personality distinct from a created universe. A special propaganda has been undertaken on behalf of atheism in Germany and is being prosecuted with intense enthusiasm and ability. For instance, a vast body of atheistic literature is being circulated among college students, says the *Germania* (Berlin), and a monthly periodical entitled *The New Theory of the World*, edited by Dr. W. Breitenbach, is being circulated in every university town of the Empire. "It is an outrage," declares the *Germania*, "to offer to the professors of the colleges, many of whom are Christians, a journal of such thoroughly atheistic tendencies." While this journal is being widely taken, its antireligious tendency is proved by many of its articles, from one of which the writer in the Berlin daily above cited quotes the following:

"The flood of light which in the last ten years has been thrown upon the history of the world and its inhabitants, especially man, by geology, paleontology, and the theory of evolution, has made it impossible for older theories founded on religion and mythology to hold their ground any longer. It is time to put a stop to the intolerable and dangerous state of uncertainty in which the public mind is hovering. While the doubt produced by the contradiction between science and faith has altogether unsettled the moral standards which rest on the dictum of antique religious teachers, it has also suggested the formulation of a new and firm basis of morals by means of a theory of the universe which is at once simple and in harmony with our age. Such a basis of morals, if it would obtain universal recognition, must, under present circumstances, obtain its inspiration, not from faith, but from science."

The writer in the *Germania* thinks that an intention of taking up arms against Christianity as it at present exists has seldom been announced with more frankness, and it quotes further as follows:

"We have made it our special study to promote the education of the people in this matter, and to disseminate the teachings of modern natural science which unite in testifying to the unity of universal law, and the certainty of that monism which is the religion of pure reason. . . . The ancient religions, as they have been developed in the course of centuries up to the present day, no longer satisfy the cravings of educated people, and the more widely modern scientific knowledge spreads, so much the greater will be the secession from ancient creeds and churches. How are we to find a substitute for a religion which is dead and gone? He who possesses art and science will find in them his religion. The words of our great thinker and poet of Weimar will clearly show us the way in which we must take the old and, for us, obsolete faith into a new path which leads to all the promise of the future."

"These passages," says the *Germania*, "are sufficient to show with what confidence and audacity efforts are being made to reach by writings of this sort the ears of men who when they took office as public instructors pledged themselves to foster 'reverence for the teachings and ordinances of the Church and to show themselves a pattern to the young in serving her.'"—*Translation made for* THE LITERARY DIGEST.

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LETTERS AND ART

DANGERS OF SCHOOL-FEMINIZATION

THE main bulwark in our Republic of citizen-voters against all the evils of illiteracy and ignorance is the army of women teachers. Women, we are told, number seventy-seven per cent. of the teachers in the public schools of all grades, and in some States over ninety per cent. This proportion is, if anything, on the increase, asserts Dr. G. Stanley Hall, the great authority on pedagogics, and, as the average of these women teachers receive small pay, their equipment is naturally of a proportionately inferior quality. "More than half of them have no professional training whatever," asserts Dr. Hall, "and but relatively few have taken full normal courses. More than a quarter of the whole army of teachers leave the profession every year." Such a condition results in the progressive feminization of the youth of the land, a condition, Dr. Hall observes, not only not justified, but even deplored, by intelligent men and women. The most that apologists can say, he continues, in *The World's Work* (May), is that "the woman's influence may well preponderate in the lowest grades, but it will generally be agreed that boys, at least, if not also girls, approaching puberty need the influence of a man also, for their best development, physically, mentally, and morally." We read further:

"One of the most obvious effects of this progressive feminization of the pedagogic force is a change in the spirit and method of discipline. A few generations ago, when men very commonly taught children, discipline was severe. There was real authority, enforced upon occasion by physical strength. Floggings were frequent and sometimes excessive; but, where it did not come to that, the male teacher commanded and was obeyed because it was known that he could use force if necessary. Hence, there was some awe, if not fear, and at least a kind of physical respect. Now, under woman's influence, the rod is banished by sentiment and commonly by law, and can not be resorted to even in emergencies, for the methods of moral suasion, love, or at worst a system of marks and petty penalties, have taken the place of drubbings. Devoted teachers often wear themselves out in coaxing, rewarding, and coquetting with parents, to keep bad boys decent, when a single dose of Dr. Spankster's tonic would do the business with celerity and dispatch, for in the moral world there are situations in which the rod is a magic wand that can still work miracles. Women generally will not flog, and a bad boy knows too well that, if they tried, they could not do it very thoroughly. In the home, the father is sometimes invoked or intervenes in crises, but the teacher is now pedagogically widowed, and her large family, from this point of view, is half-orphaned.

"Now, there are boys just entering the hobbledehoy stage of life who need occasional thrashings, as they sometimes need medicine; as Solomon of old intimated, they are spoiled if the rod is spared. Life itself is full of coercion, and the penalties for breaking the laws of nature and of society are severe and inevitable. Pain and its attendant fear have been among the world's sovereign masters throughout the whole evolutionary process. The violation of law, whether natural, human, or divine, has been visited with condign punishment and dread. This latter has contributed much to create the very mind of man, to make it alert and foresightful in order to avoid evil, and quick to remember in order that past offenses be not repeated. The boy is living through that stage of the world where fear ruled and law was enforced by punishment; and he is liable to be a little spoiled under a régime of sugary benignity. It would not be exactly nice to knock a man down, even to prevent him from falling over a precipice, or to break a crooked leg in order to set it straight, tho both are sometimes blessings in disguise, for they save from greater ills. What is a little dermal pain with a permanently deformed will or an obstinacy that amounts to volitional cramp and destroys real freedom? Force in this form makes some boys docile, prolongs the plastic, receptive, and apprentice stage of life, teaches reverence for elders; but it is now too often becoming but a vanishing reminder for the rising generation. Indeed, there is a certain type of boy that is actually made neurotic if he is too early burdened with the sole responsibility for his own conduct, and is permanently relieved and cured from nerve strain if he is coerced by an energetic authoritative will which he has to really revere."

Dr. Hall goes on to point out some of the drawbacks in our system of coeducation. His ideal is a semisegregation of the sexes, for while the boy's nature is "in the gristle, girls are somewhat too delicate for full and hearty comradeship and should be a little afar and ideal." In addition:

"Too constant or intimate association with them—and still more love before its time—diverts the youth from his proper business of developing the fulness of his manhood. There must be acquaintance and occasional but not too frequent association, for there is an intersexual tension most helpful in developing due polarity. But familiarity, as it exists in many coeducational high schools and colleges, tones this down toward indifference, and this means loss or retrogression. Diversion to and by every kind of physical activity and intellectual interest till the maximum growth of stature and strength is attained is the principle that makes for further racial development.

"So, too, girls must pass through a probational period more or less apart and by themselves, for they need to serve a no less real, if somewhat less prolonged, novitiate to life. It is hard indeed for a girl in the daily presence and companionship of boys to relax sufficiently for health at stated periods when nature is establishing the lunar rhythm upon the normality of which her future welfare depends and to the interests of which everything else should for a time be secondary. With her own sex she need not be tense, but only natural; and if they know, they fully understand and sympathize; but surrounded by boy classmates, she must give no sign, whatever effort self-control may cost."

Still "another fact has growing weight" upon the mind of this educator. Girls, he points out, "are more mature than boys at the same age. In many, if not in most, formal studies they excel. Their interests in all that pertains to the other sex are riper." On the other hand:

"The boy in their presence in class-room and in social functions is cruder and often feels at a disadvantage. He can assert his instinct of the superiority of his sex on the athletic field and, if it comes to that, in the licensed barbarities tolerated in high-school and college youth. These are perhaps the only resources left him to express the deep old instinct to do something distinctive to 'show off' before the female, for intellectual superiority he can not claim since he is often surpassed in this field by his girl competitors. He feels deeply, tho perhaps all unconsciously, that he is not a very admirable being to his girl classmates, is a little conscious, and so becomes gradually a little thwarted and possibly disenchanted, altho he could be a hero to younger girls.

"The girl also is a trifle disillusioned. She could admire and perhaps adore men, but these unripe boys do not fulfil her ideals of the other sex.

"Thus there is on both sides a little abatement of the general tonic effects which each sex should exert upon the other. The daily comradery of the recitation and other intersexual intellectual associations rub off a little of the bloom and charm which each sex normally feels for the other, and there is some sagging of attitude—perhaps even of dress—due to familiarity. Thus, wedlock between classmates of equal age is infrequent, and where it occurs is not quite on the ideal basis which nature suggests. Happy altho such unions sometimes are, the man is a trifle subdued and perhaps a little too tame. His propensity to protect and shelter is not needed in such partnerships, while the woman is not sufficiently inspired, but feels responsibilities that the man should relieve her of. She may feel impelled to tax herself to keep pace with her husband's affairs as well as to attend to her maternal duties. She is perhaps somewhat too mature to do her proper share of adaptation because she should be younger and the man older if all the functions of married life are to be performed ideally to the end. Each needs to feel to the uttermost all its own superiority over the other, to make the most of its own resources, to initiate the others into its own life, and yet reserve much that is peculiar to itself.

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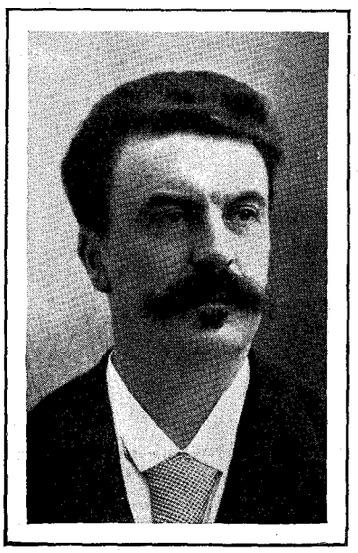
It is these normal, virtuous reservations that coeducation interferes with by favoring an element of rivalry and competition which should not enter the wedded state."

METAPHORS THAT MIX

SPEAKERS who are given to frequent public utterance have need of a ready wit to guard against that enemy of the improvisator, the mixt metaphor. Some excuse may be found for lapses of this nature, says a writer in *The Christian World* (London), especially when a man's ideas must be uttered without time for formulation, but what will be thought of the writer who states in the biography of Mrs. Isabella Bird Bishop this fact: "Japan has leapt from rung to rung of the ladder of national greatness, and promises to be as leaven to the whole East, rousing, vitalizing, developing what has lain in the valley of dry bones for many centuries"? It could not be expected, says the writer, that the discussion of so contentious a measure as the Education Bill now agitating the British Government would proceed very far without provoking our more picturesque rhetoricians to the exercise of their gift for mixt metaphor. He goes on to give some examples:



GUY DE MAUPASSANT,

Acknowledged the greatest master of the short story. The last eighteen months of his life were spent in mental darkness.

"A few days ago, if we may believe the Manchester *Guardian*, Bishop Knox explained at a meeting at Halesowen 'that Mr. McKenna's sword was an overloaded pistol which, being hung up in a tight corner lest it should burst, pretended to be dead until it got up and trotted home on the friendly back of the Bishop of St. Asaph.' Perhaps the reporter has somewhat condensed the Bishop's oratory, but in any case, as *The Guardian* remarks, the grimness of political strife is relieved by such pleasant pictures as this, which 'combine in one canvas all that is best in the study of still life, of the subtlety of the animal world, and the beauty of human helpfulness.' . . . . . .

"But it is in political debate, especially in the House of Commons, that the mixt metaphor flourishes most luxuriantly. 'The flood-gates of irreligion and intemperance are stalking arm in arm throughout the land.' 'This bill effects such a change that the last leap in the dark was a mere flea-bite.' 'I can not indorse the fantom that the honorable member has evoked.' 'That is the marrow of the Education Act, and it will not be taken out by Dr. Clifford or anybody else. It is founded on a granite foundation, and speaks in a voice not to be drowned in sectarian clamor.' For all these charming combinations of ideas we have to thank members of the Lower House. Even politicians of cabinet rank have made valuable additions to the collection. Thus, the late Mr. Ritchie, when Chancellor of the Exchequer, once asserted that 'the question of moisture in tobacco is a thorny subject and has long been a bone of contention.' His immediate successor in office, Mr. Austen Chamberlain, remarked at the Liberal Union Club's dinner last year that the harvest which the present Government had sown was already coming home to roost. Sir William Hart-Dyke has two conspicuous 'howlers' to his credit—the description of Mr. James Lowther as having gone to the very top of the tree and landed a big fish, and the comforting assurance that his Government had got rid of the barbed-wire entanglements and was now in smooth water. Among other political examples of mixt metaphor are the prediction ascribed to a Labor member that if we give the House of Lords rope enough they will soon fill up the cup of their iniquity; an Irish Member's complaint that a certain Government department is iron-bound in red tape, and the confident assertion at a recent Liberal meeting that 'tho the Tories keep dragging the Home-Rule red herring across our path, it misses fire every time.'"

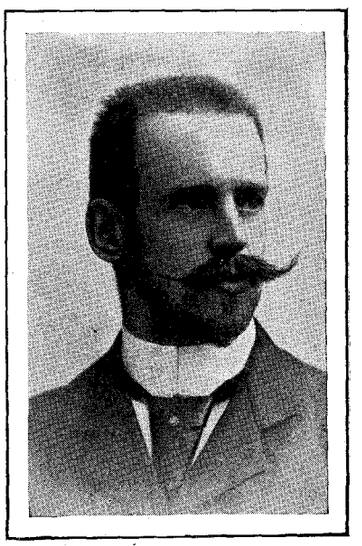
Another instance is given from a parliamentary descriptive report. Thus:

"'The debate in the House of Lords has, I think, finally cleared the air. We know at last whither the country is being steered. There is the figurehead with his hand on the rudder; there is the man that moves the figurehead. The figurehead is Mr. Balfour; the man is Mr. Chamberlain.' Truly, the picture of Mr. Balfour as a figurehead with his hand on the rudder is one that even 'F. C. G.' might find it difficult to draw with pen or pencil. Not, however, in the gallery, but in an editorial sanctum was committed to paper the desire that some of the seed sown by a certain prominent economist might not fall on deaf ears."

MAUPASSANT'S LAST DAYS

THE mystery of Guy de Maupassant has been a puzzle to the literary historian ever since his sad end in 1893. Little by little it is being cleared up, and personal facts—too many of them, thinks Prof. Albert Schinz—have been published from time to time since the death of the French author's mother in 1903. The present writer, who is professor of French literature in Bryn Mawr College, gives an account of some of the causes of Maupassant's illness and death, gleaned from the results of recent investigations. For eighteen months before his end the Frenchman's reason entirely deserted him and he was confined in an asylum in Paris.

The most recent investigations, says Professor Schinz, have convinced us that it would be wrong, probably, to account for Maupassant's insanity by a single cause, but that, on the contrary, several causes worked together toward the same fatal end. For one thing, we are told, there was hereditary predisposition found in his mother's family. A brother, Hervé, died of the same disease (general paralysis), tho as a consequence of sunstroke. Then, too, Maupassant's strenuous life, it is thought, aided the hereditary tendency. We read:



PROF. ALBERT SCHINZ,

Who feels that the ascertainable causes of such mental eclipses as that of Maupassant may satisfy the psychologist and physician, but do not satisfy us as merely human beings.

"Guy, as a young man, was unusually strong; and, being of an extremely active temperament, he scorned all advices from friends or physicians, not to overwork himself. When he came to Paris his fondness for rowing had made him adopt a régime which, as a doctor has it, 'would have been too much for a young athlete at Oxford or Cambridge.' But, besides rowing, he worked in his office every day, and he began to write verses and stories. And later, when he gave up rowing, he went into society life, which, as physicians tell us, is particularly trying for the nerves when one has not known it before thirty. Moreover, his literary production at that time was amazing. By and by he made another mistake in taking strong stimulants, such as cocain, morphin, and especially ether. All this combined was bound to react within comparatively

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few years upon a constitution predisposed to mental trouble. The physical sufferings were gradually accompanied by fits of melancholy, strange freaks of imagination, regular hallucinations. Maupassant had exactly the same experiences as those related in some of Poe's stories, or in Musset's poetry, especially in the latter's 'Nuit de Décembre.' One night, among others, we are told that while sitting at his table and writing, Maupassant thought that he heard some one opening the door; he turned around and was confronted with his own person entering the room, walking toward the table, then sitting down in front of him, and proceeding to dictate his work.

JEANNETTE L. GILDER,

Who declares in a notice of Sinclair's book that "if the rich and poor were brought together, if the latter were not fed on the silly doings of the silly set, they would not fling red banners to the breeze and throw bombs in Union Square."

"Instead of trying to avoid further experiences of the kind, Maupassant only plunged deeper into that dangerous atmosphere by making use of his disorders of the brain for his stories. With his antecedents, it would have been a miracle if insanity had been avoided."

A still further cause is mentioned involving a woman, "one of those egoistic, wicked creatures of the so-called 'weaker' sex, who know so well how to torture a man who has once yielded to their devilish charms." The Professor reviews "the odd and mysterious way in which Maupassant acted in the week previous to the breaking out of his insanity":

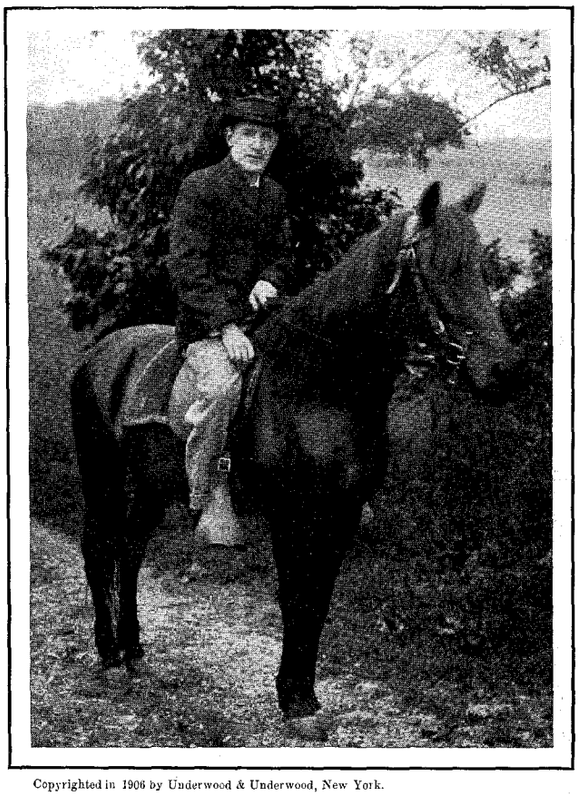
"After having promised his mother to be with her on Christmas eve, he telegraphed on the morning of that day that he was 'forced' to be elsewhere, namely, at Saint Marguerite. There lived two ladies, sisters, one of whom was the heroine of Maupassant's novel 'Une Vie.' Nobody except the two women seems to have seen him in those days; they apparently monopolized him; not only did he visit them, but there are some indications that they went to his house also. What fatal tragedy took place finally at the *îles Sainte Marguerite?* What did the two *dames du grande monde* do with him, the man broken in health, unable to resist their wicked spell? God knows; no man has ever probed the depths of female cruelty. Our only information is this: As far as the two ladies are concerned, we are told that they left for Paris suddenly, the day after the fatal *réveillon*, with the first train in the morning; and altho they were personally acquainted with Mme. de Maupassant, she never saw or heard anything from them since, even after Guy's death.

"As to Maupassant, on seeing his mother on the first day of January, he behaved like a man who was mad with grief but could not tell even his mother what the cause of it was. His superhuman efforts to control himself can be read, it seems, even between the lines of those words of Mme. de Maupassant: 'Upon arriving Guy, whose eyes were filled with tears, kissed me with extraordinary effusion. All the afternoon we chatted upon a thousand subjects; I noticed in him nothing abnormal except a certain exaltation. It was not until later, at table, in the midst of our dinner, which we ate alone together, that I perceived that his mind was wandering.'

"And this is all we know. And we still remain asking, *Why?* Those causes—heredity, overwork, cruelty of a woman—may satisfy the scholar, historian, psychologist, physician, but they do not satisfy us as merely human beings, who have not only to study life, but to live it. We remain pondering why the representative of a higher humankind should not be spared that most horrid fate, to have his body survive his mind?"

HOW SINCLAIR KNOWS THE SMART SET

MR. UPTON SINCLAIR is full of sarcasm and indignation over the challenge that he knows nothing of the Smart Set and can not be expected to have given a truthful picture of that body in his latest novel. Such a charge has been made on several sides, one of them emanating from the New York *Times*. So the author of "The Metropolis" quotes the aphorism of "a friend" against his critic, and asks "if one must be a hippopotamus in order to write a study of the habits of hippopotami?" After demolishing the claim, "carefully fostered by society itself," that an "outsider" can not write a truthful picture of it, Mr. Sinclair startles us by making a claim to be an authority from the inside. He asserts: "I was myself brought up in society, and spent all my early life in its atmosphere." But he is "not at all proud of it"—in fact not even "proud of his lack of pride." His family were of social prominence in Southern cities, he asserts, and "the atmosphere of mammonism" which he came thus to know filled him with a revulsion that he set forth "somewhat solemnly" in his first novel, "King Midas." Mr. Sinclair goes on to give an account (in a letter to the New York *Times Saturday Review of Books*) of his method



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UPTON SINCLAIR,

Who defends his right to know something of the smart set by declaring that he was born in it. Then, too, his training as a socialist enables him to "enter into the point of view of a man like Mr. Ryan or Mr. Harriman."

of "collecting material" for this novel, some parts of which are interesting in view of certain widely circulated rumors of his subterranean expedients. Thus:

"It is very easy to meet a stock-yards laborer in his home; it is not so easy to meet a captain of industry or a society dame. I

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had, of course, many opportunities of getting into touch with social life in underground ways. Among the Socialists in New York I knew a man who offered to smuggle me on board of a yacht in Newport. I knew another, a manager of theatrical entertainments, who offered to dress me up and take me into many Fifth avenue mansions. I knew several others who offered to introduce me to waiters and servants. I was, perhaps, overfastidious, but I found myself feeling about these propositions as I felt in Chicago when I was invited to witness a prize-fight in the stock-yards. I did not go. From first to last I have never, in gathering material for any of my books, pretended to be anything that I was not or gotten any information from any person who did not know just what I got it for. So far as 'The Metropolis' is concerned, I have never had a word to say to a servant, except such words as one ordinarily has to say to servants.

"I chose a much more obvious way of getting my material, so obvious, perhaps, that few would have thought of it. I sat down and wrote personal letters to the people I wished to meet. I told them frankly just what I intended to do, and I said that I should like to make their acquaintance. I said that I had talked with many people in getting material for my work, and that I had never violated a confidence, nor dropt the remotest hint as to the source of my information. I said that I would like to meet them privately and explain my purposes to them. In about three-fourths of the cases the result of this was that I met the person I wanted to meet. In the case of society people I told them what I wanted to know and what I wanted to see. The information that they gave me was commonly about other people, but of course one can not express one's views about other people without at the same time giving a view of one's own character. So far as the leaders of our business and finance are concerned, I found them for the most part quite willing to admit me to the inside of their mental machinery, save only when it came to the special details of their own money-getting, about which, of course, I cared nothing."

Mr. Sinclair quotes the reviewer in *The Times* as accusing him of making up his book from newspaper yarns, and replies:

"There are in 'The Metropolis' several enumerations of amusing and fantastic freaks of rich people. Several of these items were gathered from newspapers, but so far as 95 per cent. of the contents of the book is concerned, it has come directly from the lips of persons who themselves have taken part in what they described. . . . . .

"You indict me for the frequency of my sneers, and for the cynicism of my attitude to 'big business' in New York. As a matter of fact, I fear that everywhere in which I speak in my own person I manifest my tendency to be gravely didactic; for what my characters say, of course, I am not responsible. I might say, however, that their most cynical discussions about business are literally transcriptions from the lips of a gentleman who has been one of the half-dozen highest paid corporation lawyers in the metropolis. The stories, manners, and conversations of *Major Venable* are also taken down literally, word for word, with that old gentleman's amused consent."

Mr. Sinclair finally turns his reviewer's question and asks what the reviewer himself knows of fashionable New York society? The reviewer has not yet had time to tell; but Miss Jeannette Gilder, who has before exprest something like contempt for "The Metropolis," returns to the charge in the May *Putnam's*. "The book is a catalog of certain idiotic things supposed to be done by the idle rich. There are people in so-called smart society who do very silly things to entertain themselves, because they are very silly people," she says, "but they do not represent the rich as a class." She adds:

"As to the 'idle rich,' they are few and far between. I know a good many rich women, and they are the busiest women of my acquaintance. They have their social duties, not the kind that Mr. Sinclair describes, and these are enough to keep them busy; but they are working, and working intelligently, too, along many vital lines. Their interests are not those of 'the Culture Club of Keokuk, Ia.' They do cultivate their minds, but they cultivate their hearts as well. They are looking out for the well-being of working-women all over the land. They visit shops and they visit factories, and they work as hard for others as most people work for themselves. Why don't the yellow journals give us the story of a day in the life of one of these women? I can tell you why: because it would be showing them as they are, and would tend to reconcile the 'masses' to the 'classes,' whereas the yellows want to set the former against the latter. If the rich and the poor were brought together, if the latter were not fed on the silly doings of the silly set, they would not fling red banners to the breeze and throw bombs in Union Square."

OUR "CARUSO" DELUSION

THE Caruso fad is derided by a recent foreign visitor, Mr. André Tardieu, who gives some additional testimony about our operatic delusions. Writing in a recent number of the Paris *Temps* Mr. Tardieu comments with some acerbity upon American taste in music, as shown in the worship of a beautiful voice and the blindness to every other requisite quality. One of the habitués of the Metropolitan is reported to have said to the Parisian journalist: "We may assert, without boasting, that in this house we have listened to the finest voices in the world." Upon which Mr. Tardieu comments in these words, which we translate from the Paris journal:

"This is certainly true. And this tradition is still kept up. At this moment it is Caruso who reigns. His prestige is incomparable. He owes it first of all to the enormous price which he charges for his services, for in the theater the American public admire only those artists for whom they pay dear. He owes it also to the extraordinary vocal power with which nature has endowed him. We can not judge him from the rare occasions on which we have heard him in Paris. In New York, on the contrary, Caruso sings everything excepting Wagner. And everything that he sings he sings with the same facility, with the same sonorous prodigality—and also with the same bad taste. The Americans are surprized and dumfounded when they hear this criticism of Caruso. They admit that Caruso may not be particularly artistic, but they do not judge him as he deserves to be judged. In listening to him they forget to study him, and the richness of his voice satisfies them. This, however, is not sufficient for the European, fastidious with regard to style and artistic form. When Caruso sings a vulgar piece of music, 'Paillasses,' the unfitness of his acting and the mediocrity of his dramatic expression are equally palpable, but in 'Faust' he is absolutely lost. Throughout his representation is absurd. It is curious to notice his American public does not seem to be affected by his deficiencies. At any rate, they do not lay any emphasis on them, but, on the other hand, they listen with almost contemptuous indifference to artists of the second class, many of whom are in some points excellent. I have been struck by the quality of certain among them. On this point and from the general superiority of its company the Metropolitan is vastly superior to any opera-house in Europe. It has over them the advantage of a full treasury, because its opulent patrons are always on hand to make up any deficiency in the budget. Those who preside over its destinies have also a laudable regard to vocal perfection."

Apropos of these remarks of Mr. Tardieu are the following observations of "Mephisto" in *Musical America* (New York):

"This practically brings up the discussion again as to the difference between the taste of the public in this country in operatic matters and that in Europe. In Europe, when a man who has once been a fine singer loses his voice, but remains a great artist, they will listen to him. Of this, we have a splendid instance in Van Dyck, the Dutch tenor, who is still a favorite, but who some seven or eight years ago when he was in this country made a *fiasco d'estime*, because the public refused to forget his vocal deficiencies for the sake of his artistic ability. . . . . .

"Critical people, while they like to hear music well sung, are not ready to accept a singer who has absolutely no artistic qualifications beyond the beauty of his voice and his fine method of using it. But the tenor with the 'golden notes' will always appeal to the women. It is but just to Mr. Caruso to state that a considerable part of his popularity in New York was gained by his amiability and his kindliness to newspaper men. He was ever ready to give an interview or make a caricature—and most of his caricatures are very clever—and so the press worked for him, and that, with his unquestionably splendid voice, made him, for the time being, a great attraction."

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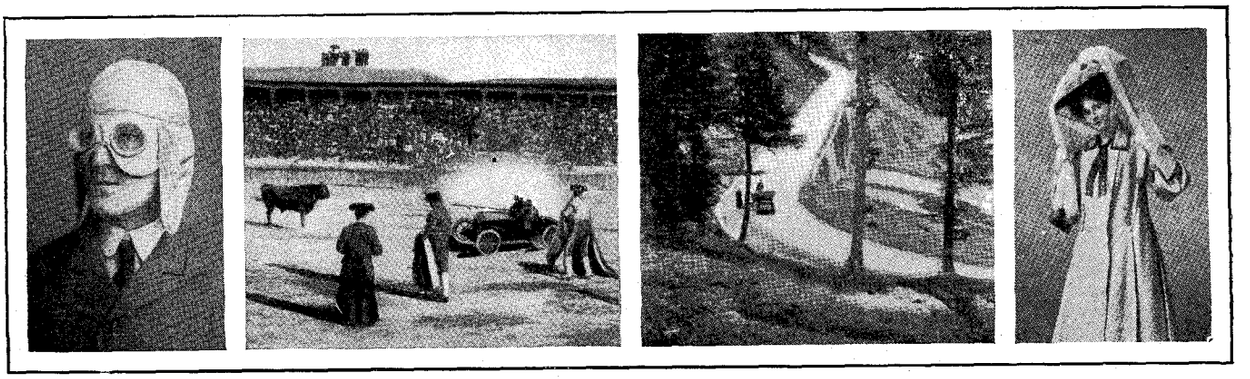


NEW MOTOR-CAP WITH FLAPS AND GOGGLES. A MEXICAN BULL-FIGHT WITH A MOTOR-CAR. CROSSING THE ALPS BY THE SIMPLON PASS. THE USSAH MOTOR COAT.

MOTOR-TRIPS AND MOTOR-CARS

TO PHILADELPHIA, OMITTING JERSEY

On June 1 a new automobile law will go into effect in New Jersey. It is more drastic than any previous automobile law enacted in that State, which was famous already for its severe measures affecting motorists. Wide interest has in consequence been shown in a route to Philadelphia, outlined by R. H. Johnston, by which that city may be reached without touching Jersey soil. As shown on the map, this route skirts the boundary of New Jersey on the north and west, but nowhere crosses it. Mr. Johnston, having personally made a run over this course, has written an account of it for *The Automobile* (April 23), from which the following is taken:

"Leaving New York in our thirty-horse-power White steamer, we first proceeded to Tarrytown. Here we were ferried across to Nyack. From Nyack we continued almost due west to Suffern, and then, turning north, continued up the beautiful Ramapo valley, passing through Tuxedo and Southfield, to Turner. Here we turned from the main north-and-south route, and struck out toward the west. We made quick time through Chester and Goshen to Middletown, where, turning to the southwest, we traveled via Otisville and Huguenot, to Port Jervis, the roads up to this point almost perfect.

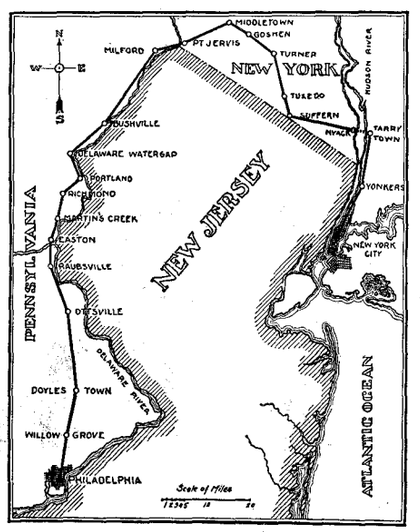
"At Port Jervis we crossed the Delaware and entered Pennsylvania. Then commenced our ride down the valley of the Delaware, on the other side of the river the hills of inhospitable New Jersey.

"We spent the night at Milford, 104 miles from New York. Thirty-three miles below Milford we came to the Delaware Water Gap. Five miles below 'The Gap,' at the town of Portland, the road leaves the river, and then come ten miles of road where we found the first water breaks seen on the trip. At Martin's Creek the road again comes back to the river's edge, and there is a fine eight-mile stretch of macadam to Easton, and this road continues another twelve miles south of Easton. Then the road bears inland, and thereafter we did not again see the Delaware. After leaving the river the scenery becomes rather uninteresting and the road is of varying character. But as one nears Doylestown the good roads begin again and a fine macadam highway led us through Hatsboro, Willow Grove, and Jenkinstown, and then along the York Road into North Broad Street, Philadelphia.

"On the entire 225-mile trip we found only about thirty miles of roads which could not be considered good, and the scenery, particularly along the Delaware River, was such as to make a lasting impression upon us."

Mr. Johnston declares that the tourist who follows the route he has outlined will have "the satisfaction of knowing that he has signed the new Declaration of Independence—independence of a State in which there goes into more costly effect a motor-vehicle law which outrages the sense of justice of those tourists who ask for nothing more, and who are satisfied with nothing else, than a square deal in the use of the public highways." Of the attitude of the State Government in New Jersey he says:

"The officials took the ground that their State, being located between two great centers of population, was entitled to heavy tribute from those who used the roads in traveling between New York and Philadelphia, and they intimated that, no matter how vigorously automobilists might denounce the law, they would nevertheless have no way of avoiding contribution to the State treasury or of escaping the other provisions of the law. It was the old question of 'What are you going to do about it?' To the autoist resident in New Jersey there is, unfortunately, no escape. There is no doubt that a decreased revenue from the automobilists, when an increase is anticipated, will be a much more potent argument with the State authorities at next year's session of the Legislature than would any plea based on justice or on reason.



ROUTE FROM NEW YORK TO PHILADELPHIA, OMITTING NEW JERSEY.

"The attractiveness of the new route is such that, even were all questions of State laws laid aside, I would recommend it as one of the best two-day trips leading from New York or from Philadelphia.

"The motor-car is now beyond the stage in which it was only considered to be the toy of a few wealthy or enthusiastic persons. It is used very largely by the professional classes, by doctors, agents, commercial travelers, judges on circuit, tradespeople, engineers, and even archbishops and bishops are benefiting by its use. It is the swiftest thing on earth, having accomplished 127 miles an hour, or well over two miles in one minute. It is stimulating the road-maker and the engineer. Sanitation is the better for a diminution in the horse-droppings in the street, which when dried are euphemistically termed dust. Cities will gain also in the welcome diminution in numbers of the house-fly, which scientists tell us is now one of the most active and potent agents in spreading diseases. It will thus increase health as well as comfort."

THE ROUTE BEYOND VLADIVOSTOK

Interest in the New-York-to-Paris race, temporarily suspended by the failure to find a passable road in Alaska, may be expected to revive after the cars shall have reached Vladivostok, where they are to undertake a new route across northeastern Asia. A writer in the New York *Times* outlines the road conditions which the cars will have to contend with between Vladivostok and Irkutsk. These, he says, "present anything but an easy trip." Recalling the fact that three cars last year made the run from Peking to Paris, he says they "started at a favorable season of the year, while the New-York-to-Paris racers will arrive in Siberia in the rainy season, when they will encounter many washouts and other difficulties." He continues:

"From Vladivostok along the line of the Transsiberian Railroad they will have to cross three mountain ranges of rather precipitous ascents, which are quite as difficult as the crossing of Wyoming. There are many unbridged streams that will be flooded by the melting snows and the heavy rains. Until the cars arrive at Irkutsk they will be covering a country almost as little populated and as little traveled as the frozen tundra of the north, which they planned to cross from East Cape along the arctic shores."

Should this forbidding country be

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successfully traversed, however, the journey beyond Irkutsk may not prove altogether difficult:

"From Irkutsk into Paris they will have a reasonably easy journey. Tho 7,000 miles remain to be traversed to the French capital, they were covered in the Peking-Paris race in exactly forty days. As this is nearly twice the distance traveled in crossing the United States, and the time is less than required from New York to San Francisco, the comparatively good road conditions become apparent. From Vladivostok to Irkutsk is in round figures 3,000 miles. These should take another forty days. Allowing twenty-one days for the passage of the Pacific, the cars should get away from Vladivostok about May 15, and should reach Paris about August 1."

The writer recalls that, while the trip across the United States has been made by automobiles before, none "has ever faced such conditions as these cars overcame; none ever attempted to brave winter weather." Similarly "the trip across Asia and Europe has been made, but never under similar conditions."

GARAGE CHARGES

Some rather curious light on garage charges in Great Britain as compared with the United States is obtainable from a recent correspondence in the *Autocar* (London). A complaint had been made in its columns regarding charges in Dunfermline, Scotland, where for storing a car from a Saturday afternoon to a Friday afternoon (practically a week) the charge was 12s. 6d. (about $3.12). The complainant who wrote the letter warns motorists "to be careful to make inquiries before deciding on any particular garage" in Dunfermline. To an American motorist this charge will appear singularly moderate. Another Scotch garage proprietor, feeling called upon to defend the charge of his brother in business, says in detail as to the profit left to the Dunfermline garage-owner:

"The charge is, you state, 12s. 6d. for seven nights' garage. This works out at roughly 1s. 9½d. per night. The firm in Dunfermline will probably be paying some £120 per annum rent and taxes, and will during that period, perhaps, if the season is good, have some 50 to 100 touring-cars in for garage (certainly not more, as Dunfermline is not in a touring route). A nice paying game, is it not, at 1s. 9½d. per night? During the time the car was at this Dunfermline garage a broken pinion in the gear-box was replaced. This probably means that a mechanic-driver used the garage, vices, hand-lamps, etc., and did the work himself. The use of these tools is, I suppose, included in the 1s. 9½d. per night."

The writer of this plea for the defense is owner of a garage in Dundee, where the car in question stopt in its tour. He says further:

"I may add that while the car was garaged with me my charge was 2s. per day. This was reduced to 1s. 6d. per day, as the driver thought the charge too high. During the time the car was here it went out twice in the evenings, coming in at 11 P.M. This meant some one staying here from 6 till 11, and, being after hours, overtime had to be paid. There were also light and all the little attentions and helps a touring-car driver requires and receives, and of course the necessary water for washing, for which no charge was made, but for every gallon of which I have to pay. Does the owner of the car really think my charge of 1s. 6d. per night paid me, or that the Dunfermline firm's charge of 1s. 9½d. paid them? because any one who takes the trouble to go into the matter can see for himself that it did not."

Charges such as these would make merry the heart of many car-owners in the United States. The American owner's heart is now made glad when in remote districts he occasionally has a charge of only 75 cents for storage over night.

FEWER FOREIGN CARS IMPORTED

Statistics of the motor-car business in this country for recent years, as discust by Weston J. Farwell in *Motor Print*, show that American cars are increasing in popularity, and that foreign ones are decreasing. During the past six years there were imported 4,641 pleasure-cars, whose aggregate value abroad was $21,152,654. Delivered in this country, these cars increased in cost to their owners 50 per cent., 45 per cent. representing the duty and 5 per cent., a conservative estimate, for freight, which brings the final cost of these 4,641 cars up to $31,728,981. Many of the cars cost American purchasers $10,000 and over, tho their average value in Europe was only $4,558. As classified by years, these importations and their cost make the following showing:

Year.	Cars.	Value.
1902	265	$3,581,990
1903	267	2,927,508
1904	605	2,240,000
1905	1,054	3,972,298
1906	1,433	5,500,000
1907	1,017	2,930,859

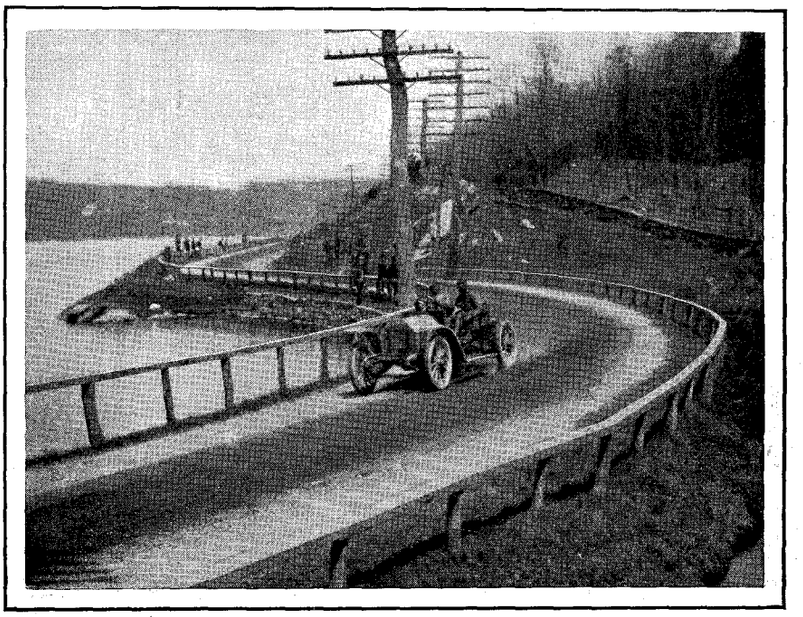
Mr. Farwell notes that these figures when contrasted with the value of the output of American makers in recent years reveal some interesting facts. He says:

"They show conclusively that, owing to the increasing popularity of the medium-priced car and the acknowledged excellence of the home product, the bulk of the American automobiles is being directed to home channels. The excellence of American cars ranging in price from $2,000 to $4,000 has improved marvelously within the last three years.

"The value of the American automobile output for 1907 as recently compiled was $105,669,572. This was very nearly double the output for 1906, roughly $59,000,000. On the other hand, the year 1906 was the banner year for the imported cars, their number in that year reaching 1,433 cars, valued at $5,500,000. Last year 1,017 foreign pleasure-cars were brought to this country at an estimated value when leaving Europe of $2,930,859. The percentage of decrease in value was very nearly equal to the percentage of increase in the American product. To these 1,017 pleasure-cars, however, must be added to complete the actual imports 231 taxicabs, 10 omnibuses, and 1 amphibious automobile, the great demand that has recently set in for taxicabs having had the effect of bringing the total number of importations of cars up to 1,258, a falling off of less than 200 from 1906. In 1903 the American output was $16,000,000; 1904, $24,500,000; 1905, $42,000,000; 1906, $59,000,000; 1907, $105,669,572."

THE SOCIAL VALUE OF THE CAR

Lord Montague of Beaulieu, who edits *The Car* (London), says that in becoming an ardent motorist somewhat less than ten years ago he found many of his friends and relations looked upon him "as a nasty, vulgar person who had lost caste beyond all hope," and only eight years ago his car "was stopt by the police on entering the precincts of the House of Commons, altho I was then a member and had the right, by sessional order, to demand free egress and ingress." Since then the public, as well as the private, attitude toward motor-cars has measurably altered. A month ago Lord Montague gave a lecture on cars at the Royal Institution, where among the audience were the Duke of Northumberland, who presided, Lord Rayleigh, Sir William Crookes, the Lord Chief Justice (Lord Alverstone), and Sir James Crichton-Browne. Lord Montague spoke



SCENE ON THE ROUTE FOLLOWED IN THE BRIARCLIFF RACE.

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in particular of the influence of the car on modern life, saying:

"The effects are beginning to be important. As to the direct trade of which the motor-car is the cause, I estimate that a sum of over twelve millions sterling is already invested in this country in motor-car plant and machinery, without taking into consideration that in the accessory trades, which are also important financially. Moreover, the output of the motor-car industry in this country will be worth not less than six millions sterling during the present year. In other directions the decrease in the number of horse vehicles, and the way in which the new kind of locomotion is changing the course of existing trades, such as the carriage-building industry, give food for reflection. Coach-builders are now building more bodies for motor-cars than horse vehicles—in itself a sign of the changing current of trade.

"Up to twelve years ago there were many main roads in this country which were almost grass-grown in the summer, while in other places they were often in such a bad condition that it was almost impossible to drive a vehicle at any pace along them. One of the most important questions of the day is the establishment of a central highway board to superintend the maintenance of main roads. Their management to-day is in the hands of thousands of local authorities, who are nearly all working on different systems of road-making—entailing waste and inefficiency. If the motor-car compels the reorganization of our highway system on a national basis, it will on that ground alone be worthy of the gratitude of posterity.

"The social effects of automobilism are becoming more marked every year. It is decentralizing the towns and filling up the suburbs and the country. In Mayfair and Belgravia there have never been so many houses to let, while in the suburbs, situated on high ground to the north or south of London, houses are in great request. Residents at Wimbledon and Hampstead are now only a matter of some twenty minutes away from the central parts of London, and better air and absence of noise are preferred to the rumble, dust, and smells of central London. High rents in the West-end, as in the East-end, depend upon the number of people wanting to live in a certain locality, close to their work or their play. Now that people can live farther afield and get to their work without undue loss of time, the pressure upon these central localities is not so great, and down therefore have come the rents.

"The great increase in the week-end habit to some extent may be attributed to the increase in the use of motor-cars. Good railway services have existed for some time past in many directions, but the difficulty lay in getting from the station to the country house, possibly some six or eight miles away, and the fact that the best expresses, stopping only at a few important stations, were of no assistance to many dwellers in the intermediate country. The motor-car is now altering these conditions, for at important stations on main lines, every Friday and Saturday, will be seen motor-cars waiting to take their owners and their guests not merely four or six miles to their homes, but often anything between ten and thirty miles, saving sometimes over an hour from door to door which used to be absorbed by changing into a slow train that had to stop at all intermediate stations.

"Up to five or six years ago people only knew the immediate locality in which they lived, and except they were ardent hunting men or keen cyclists nothing above ten or twelve miles away was, as a rule, visited. But now the more distant counties, the landscapes of the west of England, the

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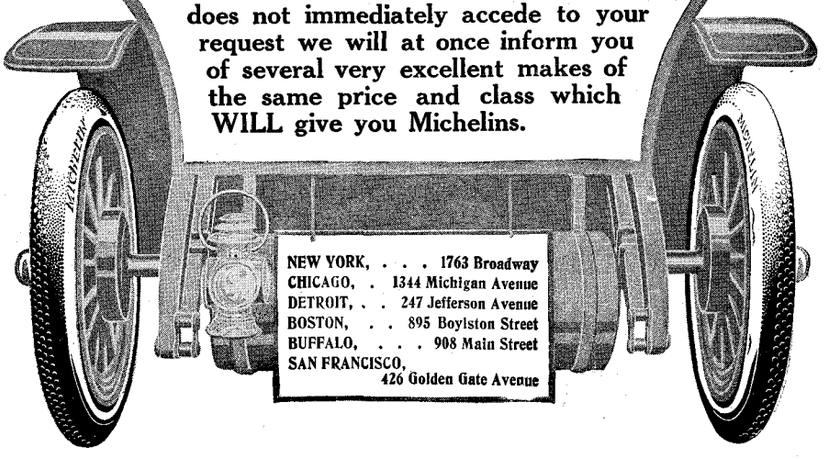
Cut this advertisement out and send it to the manufacturer of the car you have selected, in a letter specifying Michelin Tires. At the same time write us the name of the car. If the manufacturer does not immediately accede to your request we will at once inform you of several very excellent makes of the same price and class which WILL give you Michelins.



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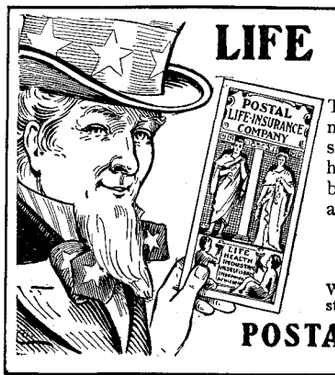

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Send for our Companion Booklets : **"SEE HOW EASY IT IS"** **"SEE HOW SAFE IT IS"**

We'll also tell you, **by mail**, just what a policy will cost **you** Simply state in your letter—**1st. Your Age. 2nd. Your occupation.**

POSTAL LIFE INSURANCE COMPANY
Dept. B, 525-527 Fifth Ave., New York

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"The Maxwell"

It's a Heap of Satisfaction

—Maxwell owners say—to drive a car you're not ashamed of in any company—one that, like a well-bred woman, however meagre her purse, is yet at home in the best society.

Now there be cars which, tho sold for only a little less than Maxwell's, yet have such a shoddy appearance—such a "dinky" aspect—such a "cheap" look—the owners always feel like apologizing for driving them—tho a slim purse is surely no disgrace.

What is it gives to such cars the cheap look? It's difficult to define. Yet it's there—you can't escape it any more than you can fail to notice ill-breeding, however rich the garb with which it is clothed.

Next time you go to the Country Club, the golf links, anywhere that Wealth and Culture meet, note how many Maxwell cars and how few other low priced ones are parked among the Foreign Nobility and the High Class American machines.

And the Maxwells will look as if they belonged there; the others like a country bumpkin in a drawing-room—well meaning but out of place.

It's this indefinable something—this outward appearance that somehow tells of quality inherent—bred-in-the-bone construction—has given Maxwells the title "*The Aristocrats of Moderate Priced Cars.*"

Maxwell cars are made in six models; ranging in price from $825 to $3,000. Perhaps the most popular model this year is the four cylinder, 24-28 horse power family touring car at $1,750—same chassis equipped with "roadster" type body, seating two in rear—same price.

The catalog tells all about all of them—and it's free.

Maxwell-Briscoe Motor Co.

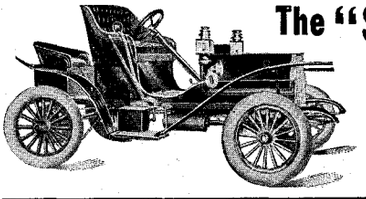
Members A. M. C. M. A.

P. O. Box 3, Tarrytown, N. Y.

Benj Briscoe

PRESIDENT

FACTORIES: TARRYTOWN, N. Y. NEWCASTLE, IND. PAWTUCKET, R. I.



The "SIMPLO" Automobile, $600

SOLID OR PNEUMATIC TIRES

The car that ***always*** gives satisfaction. Runs through bottomless mud and climbs all hills. Has 12 real horse power that is always ready for work. ***Low price, high quality.*** Will outlast any other car. If you want the ***best*** Automobile value, write for our illustrated booklet today.

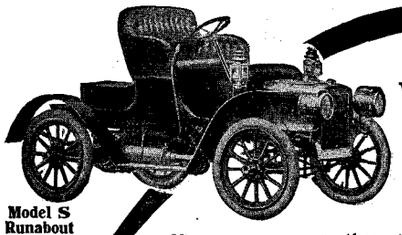
COOK MOTOR VEHICLE CO., 1024 N. Broadway, St. Louis, U. S. A.

VICTOR HAND FORGED AUTOMOBILES

$550 Up. 12 H. P., Air Cooled

Send for catalogue describing Runabouts, 4 passenger Car, Victor Pullman and Delivery Wagons

VICTOR AUTOMOBILE MFG. CO., 3932 Laclede Ave., St. Louis, Mo.



Model S Runabout $850

How We Prove CADILLAC Economy

How many cars are there that come out openly and publish sworn figures, by disinterested owners, showing just what it costs to run their cars? Not isolated cases of "luck" economy, but *averages* representing all sorts of service—hills, mountains, rough and sandy roads, through snow and mud. This is exactly what we have done to prove, by owners' own testimony, that the single-cylinder Cadillac is

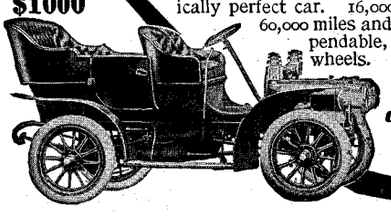
The Most Economically Operated Car in the World To-day

Fifty cents a week for repairs; 18 miles per gallon of gasoline—these are the averages that bring all the pleasures of motoring within reach of most every family. The first cost speaks for itself. Read this interesting story of economy in

"The Truth About the Automobile and What It Costs to Maintain One"

sent free on request for Booklet No. 23.

Model T 4-Passengers $1000



The single-cylinder Cadillac is a powerful, finely-balanced, mechanically perfect car. 16,000 in use—many of them have covered 60,000 miles and are *still going*. Easily the most dependable, serviceable automobile ever put on wheels. Described in Catalog T 23.

Prices include pair dash oil lamps, tail lamp and horn.

CADILLAC MOTOR CAR CO.
Detroit, Mich.
Member A. L. A. M.

mountains of Wales, the lakes of Cumberland, the dales of Yorkshire, the beauties of the Western Highlands, which were only dimly visible from a train or occasionally through the medium of cumbersome horse vehicles, are within the reach of thousands.

"Every French motorist who lands here, and every British motorist who goes abroad, learns to know the other nation better, to understand its manners and habits, and to enter, to a certain extent, into its political and social life. There is no doubt that the friendly feeling between English and French motorists has largely helped to foster and assist the *entente cordiale*, which has had so great an effect upon European politics."

Doubtful.—"For my part," said one, "I think Fred is very bright and capable. I am confident he will succeed." "Yes," replied the other, "he is certainly a worthy young man, but I doubt whether he had head enough to fill his father's shoes."—*Exchange quoted in The Christian Register.*

Blessing Free.—"And will you give us your blessing?" asked the eloping bride, returning to the parental roof.

"Freely," replied the old man. "No trouble about the blessing, but board and lodging will be at regular rates."—*The United Presbyterian.*

The Lack.—KNICKER—"There are plenty of books telling how to save life while waiting for the doctor."

BOCKER—"Yes. What we need is one telling the young doctor how to save life while waiting for the patient."—*Harper's Bazar.*

Her Way.—"I wouldn't cry like that if I were you," said a lady to little Alice.

"Well," said Alice, between her sobs, "you can cry any way you like, but this is my way."—*The United Presbyterian.*

Confused.—KNICKER—"Did Jones get excuses confused?"

BOCKER—"Yes; told his boss that he had been detained at the office and his wife that he had been up with the baby."—*New York Sun.*

Truthful.—SMALL BOY—"I want some medicine to reduce flesh."

DRUG CLERK—"Anti-fat?"

SMALL BOY—"No, uncle."—*Judge.*

An Authority.—BIBBS—"I understand that you lost money on that chicken-raising experiment of yours?"

BOGGS—"Yes, I did: but I expect to get it all back again. I'm writing a book on how to raise chickens."—*Herald and Presbyter.*

No Danger.—"Whatever you do, dear," wrote the ardent lover, "don't show my letters to you to any one."

"Have no fear, dearest," came the reply. "I'm just as much ashamed of them as you are."

And, with that, the engagement became a matter of history.—*Judge.*

An Outrage.—"So you have decided to get another physician."

"I have," answered Mrs. Cumrox. "The idea of his prescribing flaxseed tea and mustard plasters for people as rich as we are."—*Herald and Presbyter.*

A Wonderful Tonic
HORSFORD'S ACID PHOSPHATE.
Cooling, refreshing and invigorating. Dispels that tired feeling during Spring and Summer.

PRODUCED BY UNZ.ORG
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CURRENT POETRY

A Sunset Song.

By John B. Tabb.

Fade not yet, O summer day,
For my love has answered "Yea."
Keep us from the coming Night,
Lest our blossom suffer blight.

"Fear you not: if love be true,
Closer will it cleave to you;
'Tis the darkened hours that prove
Faith or faithlessness in love."
—*Harper's Magazine* (May).

The Vagabonds.

By "Frederic Lorn."

Ye build you houses of your creeds
Or live in those ye never built;

We go the winds' way; no one heeds,
We filch our freedom, risk the guilt.

Ye spin you webs of thin belief
To lure the unthinking from without;

No easy Yes we hold in fief,
We are the vagabonds of doubt.

Ye fear all force, or show of might,
Ye think Restraint is all life's art;

We learn all weathers, day and night;
Behold! ours is the better part!

Your roofs will fall, your webs be torn
For gazing with unseeing eyes;

Our vigil is for thought unborn,
We sentinel the great Surmise.
—*The Atlantic Monthly* (May).

FRIENDS HELP

St. Paul Park Incident.

"After drinking coffee for breakfast I always felt languid and dull, having no ambition to get to my morning duties. Then in about an hour or so a weak, nervous derangement of the heart and stomach would come over me with such force I would frequently have to lie down.

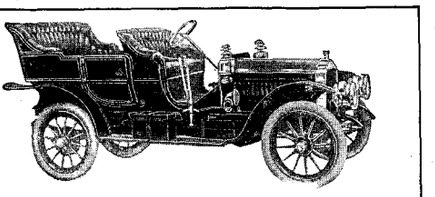
"At other times I had severe headaches; stomach finally became affected and digestion so impaired that I had serious chronic dyspepsia and constipation. A lady, for many years State President of the W. C. T. U., told me she had been greatly benefited by quitting coffee and using Postum Food Coffee; she was troubled for years with asthma. She said it was no cross to quit coffee when she found she could have as delicious an article as Postum.

"Another lady, who had been troubled with chronic dyspepsia for years, found immediate relief on ceasing coffee and beginning Postum twice a day. She was wholly cured. Still another friend told me that Postum Food Coffee was a God-send to her, her heart trouble having been relieved after leaving off coffee and taking on Postum.

"So many such cases came to my notice that I concluded that coffee was the cause of my trouble and I quit and took up Postum. I am more than pleased to say that my days of trouble have disappeared. I am well and happy." "There's a reason." Read "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

All That You Have Heard of Elmore Success is Literally True



3-Cylinder Elmore $1750.00

4-Cylinder Elmore $2500.00

Elmore Valveless 2-Cycle

Elmore Town Car - - - - $2250.00
Elmore Taxicar - - - - - $2250.00

For five years an aggregate of several thousand Elmore owners have been spreading the valveless, two-cycle propaganda.

Within the past year the entire automobile world has come to realize that this dark horse in the race for high-grade supremacy has forged past the field into first place in point of sales-success.

To-day the Elmore factory is the only one in America increasing its output over 1907, and the only one which cannot meet the demand.

This remarkable state of affairs is due to the inherent operative and economical advantages of the Elmore itself, and to the enthusiasm hundreds of owners have shown in going out of their way to tell their remarkable experience with the car.

Send for 1908 Literature.

Your agent is telling you the simple truth when he says he will not have enough cars to meet the demand.

Many an Elmore agent would gladly pay a premium for more cars, but altho the output has been increased, we have been compelled to refuse all requests for a larger allotment.

The Elmore Town Cars and Taxicars are meeting with the same success.

In drastic street, park and hill emergency tests in New York with the best other town cars built, the Elmore literally ran away from competition.

The same thing happened in Boston—the same thing will happen in every city in the country, in which the Elmore, valveless, two-cycle engine comes into active competition with other types of town cars and taxicars.

THE ELMORE MFG. CO., 1704 Amanda St., CLYDE, OHIO

Everything For The Automobile

SUPPLIES AND PARTS AT LOWEST PRICES

Saves You Money

Our 1908 Catalog just out—200 pages, 1000 illustrations, 5000 descriptive prices. **Sent Free.**

NEUSTADT AUTOMOBILE AND SUPPLY COMPANY
3933 Olive St., St. Louis, Mo.

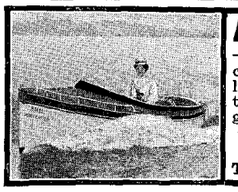
First and Original Motor Buggy

$250 "SUCCESS" AUTOMOBILE

Patented

Practical, durable, economical and absolutely safe. A light strong, steel-tired Auto-Buggy. Suitable for city or country use. Speed from 4 to 40 miles an hour. Our 1908 Model has an extra powerful engine, patent ball-bearing wheels, price, $275. Also 10 h. p., $400. Rubber Tires, $25.00 extra. Write for descriptive literature. Address

SUCCESS AUTO-BUGGY MFG. CO., Inc., St. Louis, Mo.



Mullins Steel Boats Can't Sink

—the fastest and safest boats built. Made of pressed steel plates, with air chambers in each end like a life boat, they are absolutely safe. Faster, lighter and more buoyant than wooden boats—practically indestructible—they don't leak, crack, dry out or wear out, and every boat is absolutely guaranteed. The ideal boats for pleasure, summer resorts, boat liveries, etc.

Send for catalog of Motor Boats—Marine Engines —Row Boats—Hunting and Fishing Boats.

THE W. H. MULLINS COMPANY, 143 Franklin St., Salem, Ohio.

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"The Pen's the thing"

It's the Gold Pen that is the life—the real basis of value and usefulness in any fountain pen. The thorough reliability of

MABIE, TODD & CO.'S Swan FOUNTAIN PEN

is due to the absolute mechanical and scientific perfection of its Gold Pen in connection with our feed, which is made on Nature's Laws.

This has made the Swan Fountain Pen far superior to any other ever put on the market.

It is thoroughly dependable—always ready to write at the lightest touch.

Our illustrated booklet tells about the Swan Pen - Write for it today.

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We will teach you by mail Real Estate, General Brokerage, and Insurance, and appoint you Special Representative of the largest co-operative real estate and brokerage company. Our co-operative department will give you more choice, salable property to handle than any other institution, and you can commence work without interfering with your present occupation and without any investment of capital. A Commercial Law Course free to each representative. Write for 62-page book free. **The Cross Company. 1503 Reaper Block, Chicago.**

The Flower Factory.

By Florence Wilkinson.

Lisabetta, Marianina, Fiametta, Teresina,
They are winding stems of roses, one by one, one by one—
Little children who have never learned to play:
Teresina softly crying that her fingers ache to-day,
Tiny Fiametta nodding when the twilight slips in, gray.
High above the clattering street, ambulance and fire-gong beat,
They sit, curling crimson petals, one by one, one by one.

Lisabetta, Marianina, Fiametta, Teresina,
They have never seen a rose-bush nor a dew-drop in the sun.
They will dream of the vendetta, Teresina, Fiametta,
Of a Black Hand and a Face behind a grating;
They will dream of cotton petals, endless, crimson, suffocating,
Never of a wild-rose thicket nor the singing of a cricket;
But the ambulance will bellow through the wanness of their dreams,
And their tired lids will flutter with the street's hysteric screams.

Lisabetta, Marianina, Fiametta, Teresina,
They are winding stems of roses, one by one, one by one.
Let them have a long, long play-time, Lord of Toil, when toil is done!
Fill their baby hands with roses, joyous roses of the sun.
—*McClure's Magazine* (May).

Spikenard.

By John Ayscough.

At first the alabaster's selfish round
Held all thy fragrance in its prison hard,
Its cold, ungenerous continent, that bound,
Close in itself, the wedded fumes of nard
And cassia and sweet stacte and ripe myrrh:
As in a mine the gold is rich in vain
Or in its cave the jewel can not blaze.

She brake the box: lo! all the odors stir
And flood the house with sweetness, like a main
That breaks its dikes and drowns the lowland ways.

So my rich love, lock'd in my heart for thee,
Did yield no perfume to the world beside.
But, breaks my heart, and all that's sweet in me,
My incense to thee, scatters far and wide.
—*The Academy* (London, April 18).

The Lesson of the Trees.

By Richard Kirk.

Master, I learn this lesson from the trees:
Not to grow old. The maple by my door
Puts forth green leaves as cheerily as I,
When I was taller than this selfsame tree,
Put forth my youthful longings. I have erred,
Standing a bleak and barren leafless thing
Among my hopeful brothers. I am shamed.
I will not be less hopeful than the trees;
I will not cease to labor and aspire,
I will not pause in patient high endeavor:
I will be young in heart until I die.
—*Lippincott's Magazine* (May).

"The Heart Knoweth."

By Charlotte Wilson.

Sometimes my little wo is lulled to rest,
Its clamor shamed by some old poet's page—
Tumult of hurrying hoof, and battle-rage,
And dying knight, and trampled warrior-crest.
Stern faces, old heroic souls unblest,
Eye me with scorn, as they my grief would gage,
A mere child, schooled to weep upon the stage,

Goodyear Tires Carry More

These are the reasons: Goodyear Tires have the **strength** of solid tires with the **resiliency** of soft ones. Only our own exclusive process of tire building can combine these two qualities perfectly.

Goodyear Tires are made **15 per cent larger** than any other tires rated at the same size. Consequently they will easily take 15 per cent over the usual tire capacity.

Write for booklet, "How to Select an Auto-Tire," and let us show you by pictures and descriptions just how our tires are made.

GOODYEAR

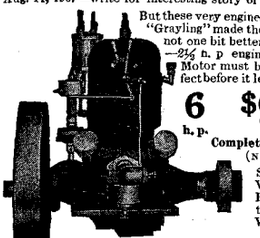
Call at any of our branches and see the Goodyear Detachable Auto-Tires on Universal Rims—also the Goodyear Clincher with quick detachable feature.

Branches and Agencies: Boston, 261 Dartmouth Street; Cincinnati, 317 E. Fifth Street; Los Angeles, 932 S. Main Street; Denver; Philadelphia, 1404 Ridge Avenue; New York, 64th Street and Broadway; San Francisco, 506 Golden Gate Avenue; Chicago, 82-84 Michigan Avenue; Cleveland; St. Louis, 710-714 Morgan Street; Buffalo, 719 Main Street; Detroit, 251 Jefferson Avenue; Pittsburg 5988 Center Avenue; Seattle, 001 Second Avenue; Omaha, 2010 Farnam St.; Milwaukee, 190-196 Eighth St.

THE GOODYEAR TIRE & RUBBER CO.
Liberty Street, Akron, Ohio

GRAY MOTORS

Fastest Cruising Motor Boat in the World of its length and beam. Yacht "GRAYLING" is equipped with three 40 h. p., 4 cylinder, Gray Motors (120 h. p.); winner of the Time Prize in the 200 mile race on Lake Erie, Aug. 11, 1907—write for interesting story of the race.



But these very engines with which the "Grayling" made the fastest time are not one bit better than our $67.50 —2½ h. p. engine. *Every* Gray Motor must be absolutely perfect before it leaves our factory.

6 h. p. $97.50 Complete Boat Outfit (NOT BARE)

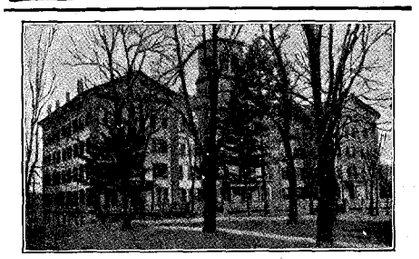
Shaft, Propeller Wheel, Stuffing Box, Muffler, Batteries, Spark Coil, Wire Switch, etc.

Write for new 1908 Catalog today.

2½ h. p. guaranteed to develop 3½ h. p. Complete Outfit $67.50

Our enormous 5 story factory is the *largest and most modernly equipped plant in the world* devoted exclusively to manufacturing 2-cycle Marine Motors. Gray Engines are high grade in every detail of motors and outfit regardless of the low prices. Get description of the wonderful 1908 motors—2½ to 40 h. p.

GRAY MOTOR CO., 59 Leib Street, DETROIT, MICH.



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AT CLAVERACK, Near Hudson, N. Y.

The property known as **Hudson River Institute.** It consists of 20 acres of land and two large buildings, containing about 250 rooms. Suitable for Summer Boarding House, School, Sanitarium, Home for Convalescents, Aged People, or Orphan Asylum. Very healthy. Good spring water. Pond, gymnasium, and athletic field on premises. Price $12,000. Address

JOHN C. HAVEMEYER, Yonkers, N. Y

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Tricked for a part of wo and sombre-drest.
"Lo, who art thou," they ask, "that thou shouldst fret
To find, forsooth, one single heart undone?
The page thou turnest there is purple-wet
With blood that gushed from Cæsar overthrown!
Lo, who art thou to prate of sorrow?" Yet,
This little wo, it is my own, my own!
—*From McClure's* (May).

PERSONAL

When Grant Was a Colonel.—In the early days of the Civil War, when U. S. Grant was but an inexperienced colonel guarding railroad supplies along Salt River in northeast Missouri, he came in close contact with a community full of Southern sympathizers. The presence of several companies of bluecoats in the neighborhood was the signal for a general exodus of the Southerners for the woods. Colonel Grant's tact and gentleness in dealing with the situation are characteristic of the great soldier's later methods. To quote from the Paris, Mo., *Mercury:*

Many families left for fear of trouble or insult from the soldiery. Colonel Grant issued a proclamation to all of them to return and get acquainted with him. Some thought it but a subtle means to make prisoners of them, such was their dread of the enemy, John V. Cox was among those who had fled to Florida, the town in Monroe County where Mark Twain was born. Mr. Cox, tho a strong Southerner, decided to risk Colonel Grant's proffer of friendship and put his head in the lion's mouth. So he loaded his family and a few neighbors into a lumber wagon and drove out to the camp. Not long afterward the quiet man, whom the people here knew and respected as a plain, fair-fighting soldier, was in command of all the armies of the United States, while two less considerate nearby commanders, both of higher rank than Grant, were forgotten save by the friends and relatives of those who had suffered by their action.

Colonel Grant made Mr. Cox and his friends come into his tent and treated all guests with finest courtesy, inviting them to dine with him. In fact, he treated these people of hostile views just the same as

TRAINED NURSE

Remarks about Nourishing Food.

"A physician's wife gave me a package of Grape-Nuts one day, with the remark that she was sure I would find the food very beneficial, both for my own use and for my patients. I was particularly attracted to the food, as at that time the weather was very hot and I appreciated the fact that grape-Nuts requires no cooking.

"The food was deliciously crisp, and most inviting to the appetite. After making use of it twice a day for three or four weeks, I discovered that it was a most wonderful invigorator. I used to suffer greatly from exhaustion, headaches and depression of spirits. My work had been very trying at times and indigestion had set in.

"Now I am always well and ready for any amount of work, have an abundance of active energy, cheerfulness and mental poise. I have proved to my entire satisfaction that this change has been brought about by Grape-Nuts food.

"The fact that it is predigested is a very desirable feature. I have had many remarkable results in feeding Grape-Nuts to my patients, and I cannot speak too highly of the food. My friends constantly comment on the change in my appearance. I have gained 9 pounds since beginning the use of this food." "There's a Reason." Read "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Studebaker

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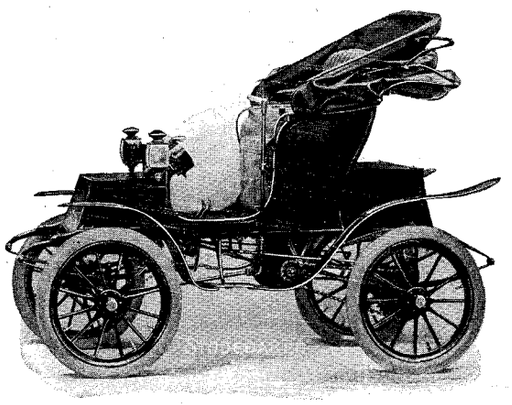
VEHICLES OF GREAT UTILITY FOR THE BUSINESS MAN



ELECTRIC STANHOPE

Please write to nearest Branch House for full information regarding cost, private installation of charging apparatus and folder describing various models.

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CHICAGO, ILL.—Studebaker Bros. Mfg. Co., 378-388 Wabash Ave.
CLEVELAND, OHIO—Studebaker Automobile Co., 2064 Euclid Avenue
DALLAS, TEXAS—Studebaker Bros. Mfg. Co., 317-319 Elm Street
DENVER, COLO.—Studebaker Automobile Co., 1536 Broadway
KANSAS CITY, MO.—Studebaker Bros. Mfg. Co., 13th and Hickory Streets
NEW YORK CITY—Studebaker Bros. Co. of New York, Broadway and 48th St.
PHILADELPHIA, PA.—Studebaker Bros. Co. of New York, 330 North Broad Street (Sub Branch)
PORTLAND, ORE.—Studebaker Bros. Co. Northwest, 330-336 East Morrison St.
SALT LAKE CITY, UTAH—Studebaker Bros. Co. of Utah, 157 State Street
SAN FRANCISCO, CAL.—Studebaker Bros. Co. of California, Mission and Fremont Streets
SEATTLE, WASH.—Studebaker Bros. Co. Northwest, 308 First Avenue, So. (Sub Branch)

SELLING AGENCY:
ST. LOUIS, MO.—UNION ELECTRIC LIGHT AND POWER CO.

NO business man who has ever used a Studebaker Electric Runabout or Stanhope for visiting his bank, his attorney, going to and from his home, to his office, to luncheon, or on the score of other short excursions he finds it necessary to make every day, ever again desires to utilize any other conveyance whatever.

For such use a Studebaker Electric is as handy as the formerly so popular bicycle, with all the comforts of a carriage. It dispenses with the need of a chauffeur, coachman, or cabby, is always ready to start upon a moment's notice, and is unaffected by heat, cold or inclement weather.

Under the new Studebaker plan for individual charging, the Studebaker Electric Car is the most economical means in existence for transporting individual passengers in a city or town.

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Brush's Design—"the know why and how"
Single cylinder—few parts, little trouble
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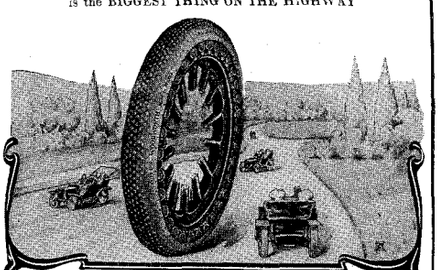

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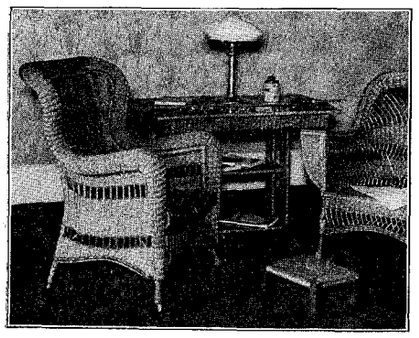

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Not a cigar in America equals my American Havanas at the price. I want to prove that. Your taste the sole judge. After smoking 10 (or more) if they are not the best you ever had for the money, if they don't equal in quality most retail 3-for-a-quarter cigars, your dollar back on your own say-so, without haggling or unwelcome correspondence.

In selling this cigar *straight from my factory* I save you three profits—salesman's, jobber's and retailer's. I also give you a cigar fresh from the workman's table, its full natural aroma unimpaired by being carried in stock by jobbers and retailers awaiting buyers.

Send $1, your name and address plainly written. I will forward the box of 50 at once, prepaid. This is not a sale unless the cigars please you; if they don't return the balance and get your money. Reference R. G. Dun. Address

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he would in time of peace, had they been guests at his home.

The soldiers were roasting beef on sticks over the fire and great black pots were steaming with coffee. When the people about Salt River found out that the Yankees were not going to eat them they became very friendly and often visited the camp. On all occasions they found Grant the same quiet, hospitable host. He talked politely in a calm, dispassionate way, and never with heat or anger. Some of those who visited his camp in those days quote him as saying that if he had considered the war merely to free slaves he would have taken his command and joined the South. This made them all the more his friends and they became warmly attached to the quiet soldier, whose only mission seemed to be to restore order and good-will.

It was while campaigning in those parts that the great soldier learned a war lesson that he said stood him well in hand during his subsequent military career. There was quite a respectable-sized force of Confederates under Col. Tom Harris roaming around through the country south of the railroad, and Grant put his command in motion for battle. Harris and his musketeers were reported close at hand and Grant confest that he began to feel some of the symptoms of stage fright. Harris had a terrible reputation for swift riding, hard fighting, and all that, and Grant and his men climbed over hill, expecting the blood to flow in rivulets when they reached the other side. But when they could see over the country they found that Harris and company had skedaddled. It was then, Colonel Grant said, that he learned that the enemy might be as badly scared of him as he was of the enemy.

An old resident of Shelbina, in telling of a visit to Grant at the Salt-River camp, said:

"Do you know, if I had asked him, Colonel Grant would have come home with me to supper lots of times, and then I could have pointed out the chair he sat in, the dishes he used, and the pipe he smoked after eating. But how the mischief was I to know what was going to happen to him? He never gave it away while he was among us."

Eugene Field and Mrs. Ward.—The appearance of Mrs. Humphry Ward in New York coincidently with the run of Barnum and Bailey's circus, has recently called forth a reminiscence of Eugene Field, in which the poet, the English novelist, and the Yankee circus manager were participants. A writer in the New York *World* tells the story as Mr. Field told it to him some years ago. To quote:

"I was sojourning in London at the time, quoth Eugene the genial, "getting rid of my small inheritance in a chase after literary lions and lionesses. I had arrived at the supreme distinction of being invited to dinner with Mrs. Humphry Ward on my right, and a rotund, garrulous, bibulous, retired admiral on my left. The admiral did not interest me in the least, while he bored me nearly to death. I was crazy to get something from Mrs. Ward, but she simply ignored me as if I had been an empty chair, devoting her attention to some important persons opposite. Had I been an empty chair she might have honored me by placing her handkerchief on me, or some other attention, but to her literary highness I was seemingly not there at all.

"Near the close of the dinner I was growing desperate and bethought me to 'throw a fit' or do something else to attract notice, but I was saved by a happy turn of the conversation which gave me an opening, and these whiskered oaks remind me of the occasion.

"The Barnum and Bailey circus had just ventured to invade Europe and was showing in London at the time. Some one was telling of the wonders of the show, and especially of the collection of human freaks from all over the globe. These paraded in the grand entrée and created a sensation that was the talk of the day. Finally, Mrs. Ward became interested in this turn and asked: 'I wonder where ever Mr. Barnum found all those wonderful anthropological monstrosities and how he manages to keep them together. I should think it would be a great responsibility. By the way, Mr. Field' (turning for the first time to her left-hand neighbor at table), 'you are an American, I believe, and perhaps know Mr. Barnum. Possibly you could enlighten us on the matter.'

"'Yes, madam,' replied Eugene. 'I not only know Mr. Barnum personally, but I owe him the greatest debt of gratitude that one human being can owe

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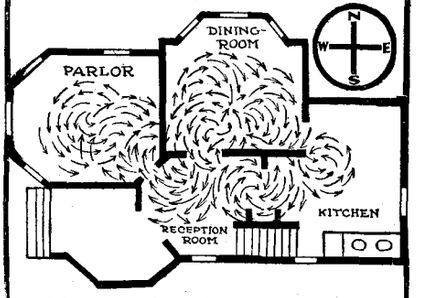

Here's a plain sketch to illustrate a point. Study the course the arrows take.

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Also a remarkably impressive view of the **Atlantic Battleship Fleet,** pride of the American Nation, sailing from Hampton Roads. The moving ships, the clouds of black smoke, the beauty of the sea and scene, **thrill** one to the finger tips.

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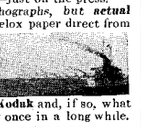

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another. He has been more than a father to me, and I can tell you, perhaps, better than any one else, how he manages to keep his people together as easily as he does. Mr. Barnum is a great philanthropist first, and a showman only incidentally. Kindness to animals and especially to unfortunate human beings is his passion. Not only does he rescue the specimens which he collects, and train out from the depths of savagery, but he educates them to be intelligent and happy and to live together as a happy family. Those human curiosities that you have seen parading in the show are really serving in the first process of civilized evolution. Some day they will disappear from the show, but not to die. Some school has received them, and in time they will issue from some university to take up the battle of life on terms of equality with the most favored. You do not hear of the transformation, because Mr. Barnum is a very modest man and is especially shy of advertising his sacred virtues, but I am so filled with gratitude for what he has done for me that I can not keep quiet when there is an excuse for expression. I owe the pleasure of being here to-night to Mr. Barnum; and, if I may be permitted, I will tell you about it. When Mr. Barnum discovered me I was roosting in a tree in southwestern Missouri."

It is needless to say that the story ended there, for in spite of British obtuseness to American humor, the fiction was obvious. There was only one more remark on the subject, and this came from Mrs. Ward: "How very extraordinary! Did you come down out of the tree of your own accord, Mr. Field, or did Mr. Barnum have to shoot you?"

Stevenson's Arrival at Samoa.—The color and romance which everywhere surround Stevenson's life are emphasized in a recent description of his arrival at Samoa. A London missionary, Rev. W. E. Clarke, who was an eye-witness of the affair, tells the story in the San-Francisco *Call* in the following manner. While standing on the shore one day, looking out over the ocean, he noticed a small trading-schooner entering the bay. To quote further:

"Making my way along the beach, I met a little group of three European strangers, two men and a woman. The latter wore a print gown, large gold crescent earrings, a Gilbert island hat of plaited straw, encircled with a wealth of small shells, a scarlet silk scarf round her neck, and a brilliant plaid shawl across her shoulders; her bare feet were encased in white canvas shoes, and across her back was slung a guitar. The younger of her two companions was drest in a striped pajama suit, . . . a slouch hat of native make, dark blue sun-spectacles, and over his shoulders a banjo. The other man was drest in a shabby suit of white flannels that had seen many better days, a white drill yachting-cap with prominent peak, a cigaret in his mouth, and a photographic camera in his hand. Both the men were barefooted."

Mr. Clarke's first thought was that probably they were wandering players en route to New Zealand, compelled by their poverty to take the cheap conveyance of a trading-vessel.

Later Mr. Clarke called at the "hotel" where the strangers were staying to offer them civility and hospitality, and found them "educated and refined gentlefolk."

Next day he learned that the stranger in the shabby flannels was Robert Louis Stevenson, the lady his wife, and the younger man his stepson, Lloyd Osbourne. They had chartered the little schooner and fitted her with some comforts as a private yacht and had just completed a voyage of several months' duration. . . . Their intention was to spend a month or more in the Samoan group before returning to civilization, but a few weeks later their plans were changed, the glamour of the islands fell upon them, as all the world now knows, and they in the end decided to make their home in Samoa.

Mr. Clarke found in Stevenson "a congenial and delightful friend," and never a day passed without a visit from some member of the Stevenson family to the mission house.

According to Mr. Clarke, there is no foundation for the impression that "R. L. S." was an active

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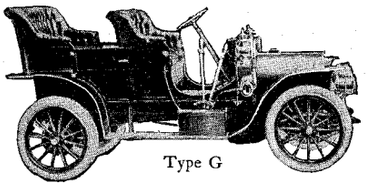
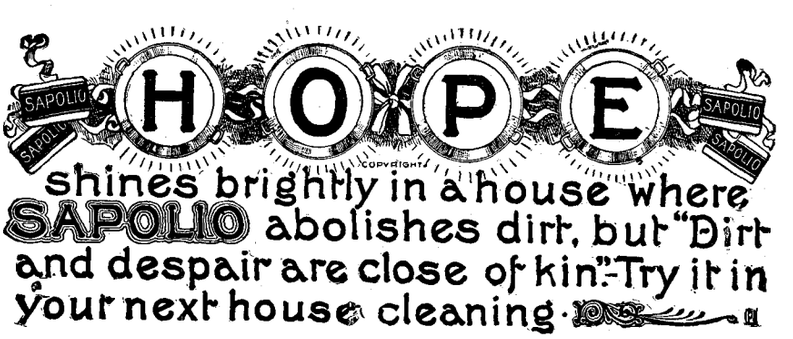


Type G



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religious worker in the European and native church life in Samoa:

"He posed rather as a dispassionate onlooker and candid critic. I only recall two occasions on which 'R. L. S.' took any prominent public work in connection with the English church. The first was when he gave a reading at a miscellaneous entertainment to raise funds for an extension of the building, and on another occasion he gave a lecture. To tell the truth," says Mr. Clarke, "altho 'R. L. S.' was a most brilliant and delightful conversationalist, he was but a feeble public speaker. We had a 'full house,' all the notable people were present, and the receipts excellent; but the lecture was not a success. The speaker was consumed with nervousness, and his voice almost inaudible."

The inveterate bohemianism of Stevenson sometimes caused friction between the mission home and himself. On one occasion Stevenson joined a party of young Germans at a paper chase on horseback for a Sunday's amusement. Next day he asked Mr. Clarke and his wife to dine at Vailima. Clarke was angry with him and refused to go. But his wife went. "R. L. S." attempted an argument with Mrs. Clarke to justify himself, but she pointed out the effect of his conduct upon the natives, and finally "R. L. S." said: "Forgive me, Mrs. Clarke; you are right and I was altogether wrong. I regret it exceedingly." At Mrs. Clarke's request he exprest his regret to the young Germans who were present and also to an English naval officer. "To make such an avowal," said Mr. Clarke, "in a place like Apia, where the Sabbath was systematically disregarded by most of the white population, required plenty of moral courage. News travels quickly along the 'beach.' Before night it was known in every German household and in the ward-room of every gunboat that 'R. L. S.' had exprest his repentance for a misspent Sabbath."

The Kaiser and His Horses.—"The Kaiser, altho not a particularly enthusiastic lover of horses, or of the sports connected with them, is an excellent rider, with a firm and graceful seat in the saddle," says Annie Topham, in an interesting article in *Munsey's Magazine* (May). We read further:

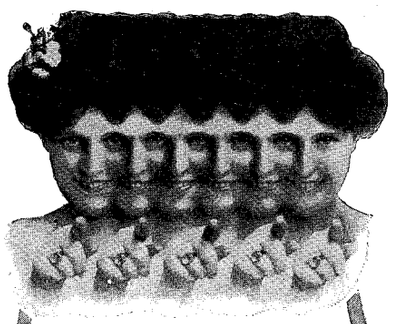
The type of horse he prefers to ride is a big, powerful, upstanding animal that can get over the ground well. Englishmen who have seen the royal stables are surprized to find that the thoroughbred is conspicuous by its absence; but it must not be forgotten that in military Germany—where the needs of the army are considered first, last, and all the time, and where few people except officers ride—the primary conception of a horse, unless for racing purposes, is of a regimental charger. The ideal steed is one that will look well on parade, carry trappings to advantage, and be docile and easy to train, without unnecessary nerves or fine-lady feelings.

The seven or eight horses regularly ridden by the Emperor are all splendid animals of their class and type. They include several big weight-carrying Irish and English hunters, and horses from the great governmental breeding establishments in Trakehnen and Hanover.

The direction of the whole complicated machinery in connection with the administration, financial and otherwise, of the royal stables, is in the capable hands of Baron von Reischach, the Kaiser's *oberstallmeister*, who formerly served in a similar capacity to the late Empress Frederick. He, too, is a brilliant rider and an excellent judge of horseflesh, possessing a capacity for hard work and organization upon which his difficult position makes frequent demands. He it is who effectively controls the various measures for the proper feeding, exercise, and training of three hundred and sixty saddle-horses and carriage-horses, and who maintains discipline and efficiency among the small army of grooms coachmen, and officials attached to the royal service.

To explain why the stables are royal, not imperial, it must be remembered that they are part of the appanage of the King of Prussia, not of the German Emperor, and all their expenses fall on the Prussian exchequer, not that of the empire.

Of the hundred saddle-horses belonging to the royal *marstall*, or mews, the animals not in daily use—those still in training, and those needed only at times of extra pressure—remain in the Potsdam



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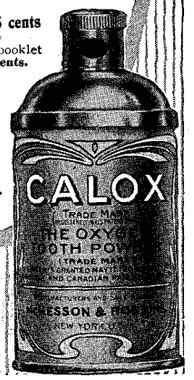

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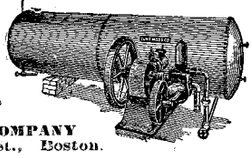

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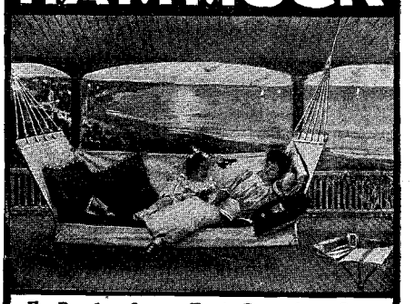

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stables, adjoining the old Stadtschloss. The town of Potsdam lies half an hour by rail from Berlin, and twenty minutes by road from the Neues Palais, the summer residence of the Kaiser and his family. These stables were built by the father of Frederick the Great, the testy and energetic Frederick William II of Prussia, who, indulging no esthetic tastes, and being nothing if not practical, converted what he considered an entirely useless and unnecessary orange-house into a building capable of holding forty horses. At the same time he dug up all the flowers and shrubs of the palace garden, and turned it into a graveled parade ground for the giant soldiers of whom he was so singularly fond. The parade ground still remains, and every day the soldiers tramp backward and forward underneath the palace windows, while a small space in front of the stables is reserved as an exercise ground for the horses. These stables supply mounts for many foreign princes and officers, guests of the Emperor, who are invited every year to attend the big autumn maneuvers.

The gem and pet of the royal stables is the little red sorrel Arabian mare called Irene, purchased at a great price by the Kaiser as a gift to his only daughter. This beautiful little creature is the ideal of a lady's horse, and has been highly educated in *haute école*. She it was who, two years ago, on Christmas eve, was taken up the steps and into the large hall of the Neues Palais to be presented to her future owner.

It is not often that the Kaiser is able to follow hounds, but once or twice during every season he manages to attend the meet of the royal hunt at Doberitz. This pack of fox-hounds hunts, not foxes—they do not exist in the Mark Brandenburg—but two-year-old wild boars, which are carted over from the royal forests. Usually his Majesty rides one of his English hunters, Matador and Marlborough, fine gray horses both, quick movers and excellent jumpers. The pace on these occasions is almost always very fast. There are no fences to jump, but the quarry makes its way over some very rough country, and plenty of opportunity is found for plucky and skilful riding.

In the neighborhood of Potsdam and the Neues Palais, wide, smooth, level cart roads run for many miles under shady avenues of trees through the open, fenceless corn-fields. Their light, sandy soil makes them a fine galloping track, and they are much used by the court.

Raisuli's Hospitality.—Caid Sir Harry Maclean, special adviser to the Sultan of Morocco, who was held prisoner eight months in the mountains of Morocco by the notorious bandit-chief Raisuli, has recently written of his experiences during this long captivity for *Collier's Weekly*. We quote in part:

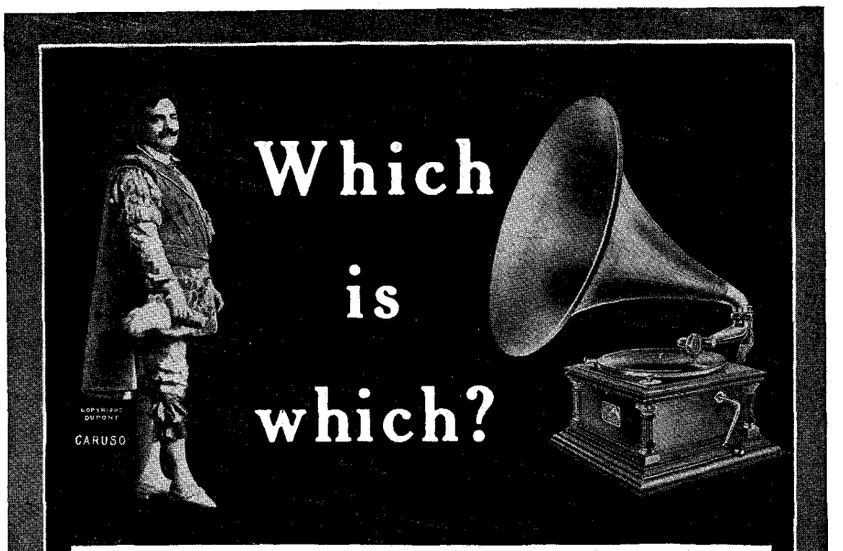
My letters were stopt and all communication with the world was suspended. My servants were not allowed to come near me, and I was left to the mercy of Raisuli's body-guard—a band of sturdy ruffians who are well armed and know how to shoot.

Not content with threats and abuse by day, they took pains that I should not sleep at night. Tom-toms were beaten to keep me awake, and when I expostulated they added my tin bath to their instruments of torture.

When news came of the approach of Merani's expedition [sent by the Sultan from Fez] my troubles broke upon me anew, and in a more violent form. I was taken to a garden close to the saint house, and put into a soldier's tent, with not a single thing in it. I slept on the ground. Next morning the people flocked about me in a fierce state of excitement, and overwhelmed me with abuse and reviling. They curst me for a dog of a Christian, and declared that if harm befell their saint or any of their possessions from the troops they would do all sorts of horrible things to me.

The guard saw that I was losing patience under these attacks and strove to appease the people, crying: "Baraka! Baraka!" ("Enough!" Enough!"). Fearing that I might be slain in the night by this infuriated mob, the guard escorted me to a wretched, tumbledown hut, where I slept.

As the punitive force drew near the excitement increased, and with it the rage of the tribes. Raisuli had collected four hundred armed ruffians, who came to my room and demanded to see me. My



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guards were afraid, and refused, whereupon the men started to pull down the walls in order to get at me Word was sent to Raisuli, who hastily dispatched one of the shereefs, or sons of the Prophet, to expostulate with them. As they would not be content with less, the shereef agreed that I should be placed at the door of the hut, on condition that they did me no violence I was accordingly taken out and placed at the door. while these ruffians crowded in front and curst and reviled me.

"Dog of a Christian!" they cried, drawing their daggers and flourishing them under my eyes. "Dog of a Christian! Let us strip him and set him to grill in the sun!"

Five times I was taken out and set before them, and all through the long day I stood without food, while they threatened and reviled and lashed themselves into a frenzy.

"You have slain my son! You have killed my wife! Thou son of a burnt father! We will cut thee to pieces!"

Through the long, hot hours I stood under this torrent—a terrible ordeal! I thank God that I did not flinch or give them the satisfaction of knowing how great was the trial and the torture. At night they went away and the guard smuggled me out of the hut back to my tent, where I slept on the ground without food.

I was roused very early the following morning, the guard telling me I must leave the tent before the people awoke, or they would assuredly kill me. I was taken back to the hut, and one of Raisuli's creatures entered and threw at my feet the head of a man.

"Would to God it were yours!" he shouted, as the grewsome object rolled toward me.

It was the head of one of my caids, who had just been slain in the attack on El Khmes.

Early next morning I was removed to my tent, and once more underwent the ordeal of threats and abuse. Happily, the men had to go and fight the m'halla, and could spare only a couple of hours at this sport of baiting a Christian.

When the troops retired people again showed a disposition to be kindly. Arrar, who was in charge of the guard, reported this to Raisuli, and I was taken into the hills once more.

My new prison was a hut with broken walls and the fragments of a roof. Four Moors shared the room with me, and assigned to me a space six feet by three, with a manure heap at one end. Out of these gravelike bounds I was not allowed to move for five weeks. My medicine chest, some cigars, and paper and pen were my sole possessions. A thin carpet spread on the ground was my bed. I was suffering from a severe chill, and asked Raisuli to let me have one of my mattresses, but he refused; and I lay on the floor till my old bones ached A small kettle served the whole party, and I could wash only my hands and face. Flies and fleas added to my discomfort. but even they were more welcome than the Moors, who kept me awake until after midnight and roused me at dawn with their prayers. Their chief amusement was to bait and bully me. "Come, thou dog of a Christian; do something to amuse us." I took no notice of them; but such was the effect of long confinement, bad food, and sickness that when I left this prison I was reduced to a skeleton and could not stand upright.

How Teddy, Jr., Fooled Them.—The experiences of a newspaper reporter who attempted to interview Theodore Roosevelt, Jr., in his dormitory at Harvard proves this young man to be in possession of certain faculties which some day may make him a worthy successor to the "Big Stick." A writer in *The Sunday Magazine* tells the story as follows:

"Watch for a chap in glasses, with hair that sticks up, and who looks like a farmer," the city editor had directed, "and when you find him, grab him!"

Room twenty-seven was the Roosevelt apartment, the reporter had been informed, and he beat a bold tattoo on the door. A gruff voice answered, and he stept resolutely within. At a corner table a young man was seated writing, whose personal appearance tallied exactly with that of Theodore, Jr.

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"This is easy!" was the elated thought of the reporter. "Mr. Roosevelt?" he began confidently.

The young man interrupted him with a smile. "You have made a mistake," he said quietly. "Mr. Roosevelt's room is number seven."

The newspaper man stared.

"But you—" began the puzzled interviewer. The young man, however, had turned back in cold silence to his writing. The reporter fidgeted awkwardly and backed into the hall, swearing softly to himself.

Was that a smile lurking behind the other's glasses?

When the newspaper man located number seven at the other end of the corridor, his knock was greeted by oppressive silence and its repetition by the janitor.

"Roosevelt?" that individual repeated. "Why, he's back at twenty-seven. This room hasn't been occupied for weeks!" And then, as he caught sight of the other's scowl, "Teddy's been up to his old trick, eh? Number seven is his favorite dodge to escape the reporters," he chuckled. "When you get back, I'll wager he'll be gone!"

He was.

"And that's the chap who looks like a farmer!" the reporter muttered in disgust, as he gloomily descended the steps.

Tetrazzini's Autobiography.—Luisa Tetrazzina, the greatest of lyric sopranos now on the operatic stage, has written an account of her musical career for the current number of *The Cosmopolitan Magazine*. She tells of her success in Europe and South America long before New York had discovered her genius, and is particularly interesting in the story of her first attempts at operatic work. To quote in part:

The details of my life are quite likely to have a misleading effect upon young singers who are striving to make a success upon the stage, for it is a fact that I studied but three months in a conservatoire and that since then, altho my greatest success has come to me only recently, my career has been singularly free from difficulties. My case has been exceptional and contrary to that of almost every other singer who has won any considerable measure of fame. Girls ambitious to become singers in grand opera should bear that in mind. My voice, I believe, is a gift from God, as even before I studied I was able to sing.

I was born in Florence, where my father was a merchant. I have a brother and two sisters, all older than myself. My brother, who is the oldest, is at present stage-director at Barra. He has a rather good tenor voice, but has never, to my knowledge, sung on the stage. One of my sisters, Eva Tetrazzini, now Madame Cleofonte Campanini, has been heard in New York at the Academy of Music. My other sister is a teacher of music in Milan.

Ever since I was a child I have loved to sing; that is not odd, as in Italy everybody sings. Eva practised at home when I was a little girl, and I used to imitate her. I knew both the words and music of several operas before I was even aware of the fact. I sat listening to my sister by the hour, following with the keenest interest the details of her rehearsals. After watching her stab herself with a dagger while rehearsing "La Gioconda," I wanted to do this scene myself. The dagger, however, had been carefully put away, and I was forced to use a candle instead. After singing the music of the last act I thrust the candle against my breast and fell to the ground, to the great delight of my father, my sole auditor.

Eva was much loved by the people of Florence, and once when they wished to present her with a bracelet some one suggested that it should be given to her by me. Accordingly I was drest in white and stationed in the wings ready to give Eva the bracelet while she was taking her recalls. But when

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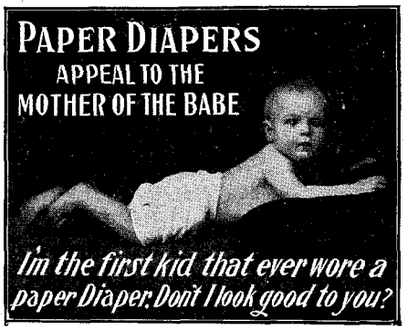

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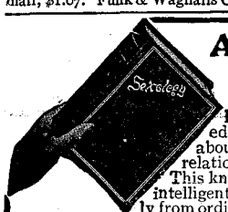

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the moment came I was seized with the most tremendous fright, and was wholly unable to reach the center of the stage where she stood. The audience, of course, realizing my plight, laughed and applauded, and when the curtain went up again Eva kissed me.

Even before this, my first appearance, I had been accustomed to go to the theater, and it was doubtless hearing my sister sing in public that made me wish to do the same thing. I continued to imitate her at home, and, as I have always had a retentive memory, I soon knew "La Gioconda," "Faust," and "Un Ballo in Maschera" straight through, not only the soprano rôles, but all the parts. I was also proficient at whistling and could imitate the sounds made by different birds and animals. Between the ages of ten and twelve my voice was a contralto, very full and deep, and singers told my family that my voice would surely get lower. Madame Biancolini, one of the greatest contraltos in Italy at the time, laughingly spoke of me as her successor. When I reached the age of twelve, however, my voice gradually commenced to grow higher, until now I can sing F in alt, and do so in "The Magic Flute" and "La Sonnambula."

My mother was bitterly opposed to my going on the stage, but she did not object to my studying in the conservatoire, the Liceo Musicale, in Florence. It was necessary, of course, to sing for the directors in order to gain admission. When I presented myself Signor Cecherini, who had taught my sister, turned to the examiners and said, "But this is no little girl; she is an artist." For three months I went to the Liceo. At the end of my lesson one day Signor Cecherini said to me, "I can teach you nothing more; you sing like an angel." However, I did not give up work, and even tho I had left the Liceo, Signor Cecherini came to the house and I studied operas with him. In three months I knew "Crispino e la Comare," "La Fille du Régiment," and "Semiramide."

One day Meyerbeer's "L'Africaine" was to be produced at the Teatro Nicolini, in Florence. The manager could find no one to suit him in the small part of Inez, a rôle which is nevertheless difficult, inasmuch as Inez sings in an unaccompanied septet, and as she begins it she must strike the keynote for the others. The manager was a great friend of the family, of course, for Eva had often sung at his theater. One night he was at our house telling us of his difficulty in having no one to sing Inez. Suddenly he turned to me and said,

"Would you sing it?"

"Yes," I cried, delighted; "but you must pay me and get me a costume."

He smiled and asked me how much money I thought I should have.

I shook my head and answered, "I don't know."

He offered me one hundred dollars a month for four months, and I accepted. And I made enough of a success with him for another manager to engage me at the end of the four months at a salary of two hundred dollars a month, tho my voice was not definitely formed at this time.

MORE OR LESS PUNGENT

Comforting.—A medical journal says that man's little toe is disappearing. This is comforting news. There will be that much less for the conductor to tread on in a crowded street-car.—*Washington Star.*

The Wretch.—THE MAID—"Do you believe it's unlucky to get married on a Friday?"

THE ABOMINABLE BACHELOR—"Certainly. Why should Friday be an exception?"—*Black and White.*

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Pie.—"Why do they refer to government office as pie?"

"Because," answered Senator Sorghum, "it's something that nearly everybody likes himself, altho he thinks it's bad for nearly everybody else."—*Washington Star.*

The Dukelet.

"Who are those people on the shore?" implored the duke's fair bride;
"My creditors, my creditors," the little duke replied.
"What makes you look so sad, so sad?" implored the duke's fair bride;
"I'm dreadin' what I've got to face," the little duke replied.
"For my tailor's there among 'em, and he'll clamor for his pay;
My hatter weighs two hundred, and his fist is hard, they say;
I wish your pa had settled things before we sailed away,
For they'll all be jumpin' on me at the landin'!"

"What makes them have that hungry look?" implored the duke's young bride;
"They've waited long, they've waited long," the little duke replied.
"What makes that tall man shake his fist?" implored the duke's young bride;
"He wants his cash, he wants his cash," the little duke replied;
"He's the man from whom I purchased the engagement-ring you wear,
For I told him that your father was a multimillionaire;
He's as strong, they say, as Samson was before he lost his hair,
And I'm dreadin' what'll happen when we're landin'!"

"What makes the crowd increase so fast?" implored the duke's sweet bride;
"More creditors, more creditors," the trembling duke replied.
"Why do they seem so rude, so rude?" implored the duke's sweet bride;
"Because, alas, they are canaille," the trembling duke replied;
"Your pa was cruel hard to make the dot he gave so small,
If I should settle with them we'd have nothin' left at all,
Address 'em from the gangway—try to stand 'em off till fall—
Or they'll do things that may shock us at the landin'!"

—*Chicago Record-Herald.*

His Ambition.—"What do you expect to be when you come of age, my little man?" asked the visitor.

"Twenty-one," was the little man's reply.—*The Herald and Presbyter.*

The Roll-call.—A teacher asked her class to name five different members of the "cat" family. Nobody answered till at last one little girl raised her hand.

"Well?" said the teacher, encouragingly.

"Father cat, mother cat, and three little kittens?"—*Hebrew Standard.*

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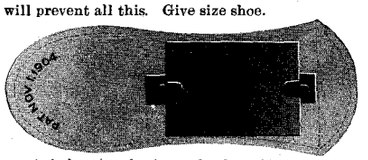

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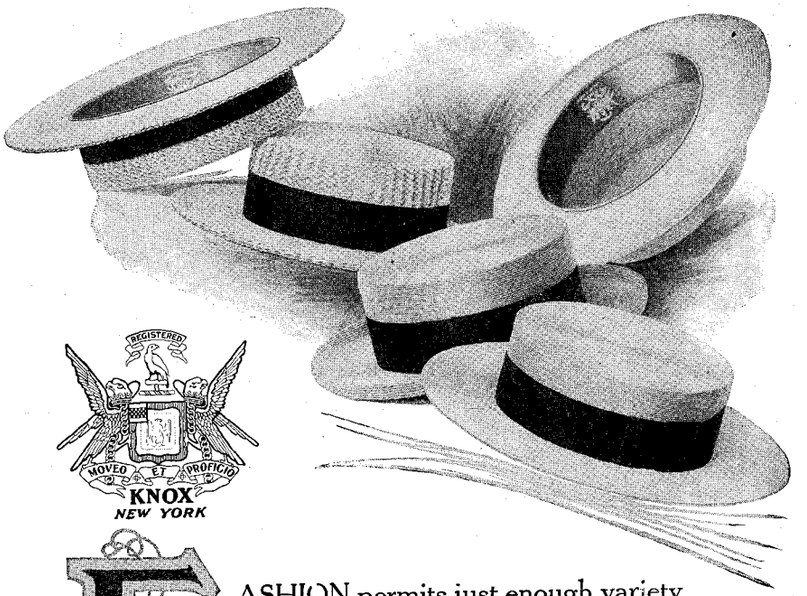

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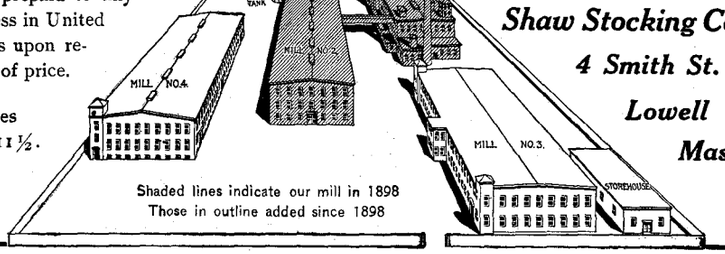

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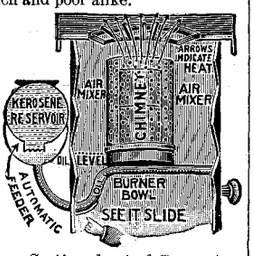

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automatically generates gas from kerosene oil, mixing it with air. Burns like gas. Intense hot fire. Combustion perfect. **To operate**—turn knob—oil runs into burner—touch a match; it generates gas, which passes through air mixer, drawing in about a barrel of air to every large spoonful of oil consumed. **That's all.** It is self-regulating, no more attention. Same heat all day or all night. For more or less heat, simply turn knob. There it remains until you come again. To put fire out, turn knob, raising burner—oil runs back into can, fire's out. As near perfection as anything in this world. No dirt, soot, or ashes. No leaks—nothing to clog or close up. No wick—not even a valve, yet heat is under proper control. **D. CARN, IND.,** writes: "It costs me only **4½ cents a day for fuel." L. NORRIS, VT.,** writes: "The Harrison Oil-Gas Generators are wonderful savers of fuel, at least **50 to 75 per cent.** over wood and coal." **E. ARNOLD, NEB.,** writes: **"Saved $4.25 a month for fuel** by using the Harrison Oil-Gas Stove. My range cost me $5.50 per month, and the Harrison **$1.25 per month.** Objectionable features of all other stoves wiped out.

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Royalty on the Quilt.—When Andrew D. White was minister to Germany, he received some queer letters from Americans. Perhaps the funniest of all was a mandatory epistle from an old lady living in the West, who enclosed in her letter four pieces of white linen, each some six inches square. "We are going to have a fair in our church," she wrote, "and I am making an autograph quilt. I want you to get me the autographs of the Emperor, the Empress, and the Crown Prince, and tell them to be very careful not to write too near the edge of the squares, as a seam has to be allowed for putting them together."—*Christian Register.*

A Fast Worker.—"My stenographer can write one hundred words a minute." "So can mine, but she doesn't seem to care what words she writes."—*Cleveland Leader.*

Impossible.—HE—"Do you think it would be foolish of me to marry a girl who was my inferior intellectually?"

SHE—"More than foolish—impossible."—*Philadelphia Inquirer.*

A Hollow Ring.—SON—"Pa, why does Mr. Ring say his head is as clear as a bell?"

PA—"Because there is nothing in it but his tongue."—*New York Tribune.*

The Value of Experience.—"Is it hard to propose to a girl?"

"Depends on the girl."

"How so?"

"If she has been out several seasons it is hard not to."—*Philadelphia Inquirer.*

Old Habits.—"Have you some short-cake?"

"We have; and each piece contains six gorgeous unrivaled berries. Six—count them—six."

"My man, you were not always a waiter?"

"No, sir; I used to be press-agent for a circus."—*Kansas City Journal.*

Precaution.—A lady took her four-year-old son to the family dentist. He found a small cavity, so the operation began. The burr had no sooner touched the tooth than the child began to scream. At the end of fifteen minutes the mother was deathly pale, while the dentist wiped great beads of perspiration from his brow. Tom, however, fairly swaggered across the room. "That didn't hurt," he boasted, with a broad smile. "Then why did you scream so?" cried the exasperated mother. "Because I was afraid it was going to," explained Tom.—*Lippincott's.*

He Was Prospering.—CITY NEPHEW—"Well, uncle, did you have a good year?"

FARMER—"Did I? Gosh, yes. I had four cows and three hogs killed by railroad trains an' two hogs and nine chickens killed by autermobiles. I cleared near a thousand dollars."—*The Bohemian.*

A Foreign View.—MRS. GUNSON—"Count, do you consider American girls good enough to marry foreign noblemen?"

THE COUNT—"Ah, madam, ze beggar can not be ze chooser."—*Sunday Magazine.*

Behind the Curtain.—NEW PAGE (to the housemaid of a poet)—"Do tell me why he is always standing before the mirror."

HOUSEMAID—"Hush! He is thinking how he will look when they raise a statue to him."—*Fliegende Blaetter.*

Crusht Possibilities.—FAT REPORTER—"Why was my story killed?"

EDITOR—"An act of mercy. You fell down on it first."—*Baltimore American.*

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A Profit, Anyhow.—He was filling his first prescription, and when he handed it to the lady he told her it was a dollar and ten cents.

She paid the dollar and ten, and after she had gone he informed the proprietor that the dollar was counterfeit. The proprietor looked over his glasses at the young man, and said:

"Well, how about the ten cents—is that good money?"

The young man answered in the affirmative.

"Oh, well," the proprietor replied, "that's not so bad—we still make a nickel."—*Success Magazine.*

A Strange Profession.—"Photography is a strange profession," muses the young man. "Because it develops negatives?" asks the young woman with a knowing look.

"Not that exactly. But, as an example, the other day I had my picture taken in my riding togs—not on a horse, you know, but just standing in my riding outfit with my crop held in my hand. And to-day the photographer writes me that the pictures are ready for me and that they are all mounted."—*Herald and Presbyter.*

A Bad Leaning that Way.—At Emerson's dinner-table one day there was mention of a woman well known as a lion-hunter; and, in speaking of her, Mrs. Emerson used the word "snob." Mr. Emerson objected; the word was too harsh; he didn't like that ugly class of words beginning with "sn." His wife inquired how *he* would characterize the lady. "I should say"—very slowly—"she is a person having great sympathy with success."—*New England Magazine.*

CURRENT EVENTS

Foreign.

April 24.—Winston Spencer Churchill, Liberal, is defeated for reelection to Parliament, in Manchester, England, by W. Janson Hicks, Unionist candidate.

April 25.—A collision occurs in a blinding snowstorm off the Isle of Wight between the American liner *St. Paul* and the British cruiser *Gladiator*, in which the cruiser is sunk, with the loss of several lives. The *St. Paul* is not seriously damaged.

April 26.—The worst blizzard since 1881 sweeps over the United Kingdom.

April 27.—Dispatches from the city of Mexico report that Mexican and Honduran forces are mobilizing on the Guatemalan frontier.

April 28.—Several men are injured by a boiler explosion on the British battle-ship *Britannia*.

A British torpedo-boat destroyer is sunk by a scout-boat with the loss of one life.

April 30.—An explosion in the stern magazine of the Japanese cruiser *Matsushima* at Makong, Pescadores Islands, sinks the vessel, and upward of two hundred men are drowned.

At Fort de France, Island of Martinique, an election fight is reported in which several men, including the Mayor, are killed.

Domestic.

GENERAL.

April 24.—Widespread ruin by tornadoes is reported in Mississippi, Alabama, Louisiana, and Georgia, with a large loss of life. It is estimated that about 500 perons have been killed and 1,200 seriously or painfully injured.

April 25.—More than one million Catholics begin the centenary celebration of the establishment of the church in New York City.

April 27.—An issue of $40,000,000 four-per-cent. Pennsylvania Railroad bonds is oversubscribed twenty times.

WASHINGTON.

April 27.—A special message from President Roosevelt urging legislation on the lines of his previous recommendations is received by Congress.

The Naval Appropriation Bill passes the Senate, the four-battle-ship amendment being defeated by a vote of 50 to 23.

April 28.—The Pension and District of Columbia Appropriation Bills pass the Senate.

April 30.—Secretary Taft leaves Washington for Panama.

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Here at last is the king of flat watches, *the New Howard extra-thin model*, about as flat as two silver dollars and a thoroughly accurate timepiece; a *practical* watch made in America. Each watch tested and timed in its case at the factory and accompanied by a certificate of guarantee—not only as a time-keeper but the HOWARD *kind* of a time-keeper.

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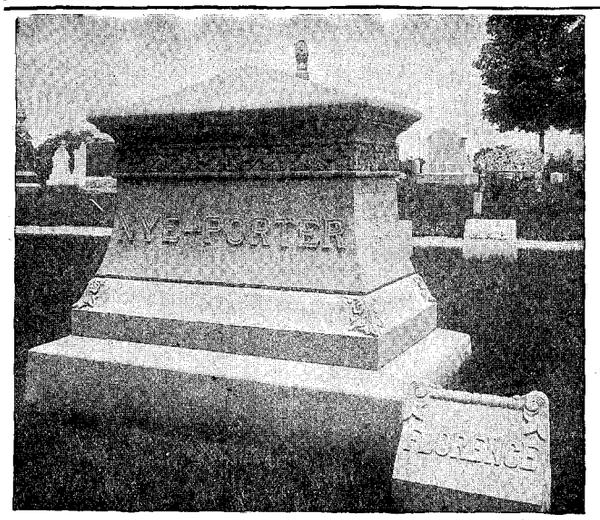

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C. O. Garrett, O., writes:—Showed 7 families, sold 6. A. B. Verett, of La. sold 8 one day. J. T. Peay, of N. C. been out 2 days, sold 12. W. R. Stephenson, Tex. ordered 244 in 60 days. N. Boucher, of Mass. ordered 75 more—says everybody wants one—**best business I ever had. Write to-day for special agents' plan, free sample, 1908 offer—act quick.**

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *The Lexicographer does not answer anonymous communications.*

"J. H. S.," Chemnitz, Germany.—"Kindly inform me of the names of the Supreme Court judges who (1) decided the Dred Scott case and what was their political affiliation; (2) passed on the Income-Tax Law several years ago."

(1) The presiding judge was Chief Justice Roger B. Taney. The case was decided by a majority of the court, which consisted of Roger B. Taney, John Catron of Virginia, James A. Campbell of Georgia, Peter V. Daniel of Virginia, Robert C. Grier of Pennsylvania, Samuel Nelson of New York, James M. Wayne of Georgia, John McLean of Ohio, and Benjamin R. Curtis of Massachusetts. The dissenting minority consisted of Judges McLean and Curtis, with Judge Catron, who dissented in one particular only. The political affiliations of these judges are not recorded in the authorities at our command. (2) The justices of the Supreme Court who passed on the Income-Tax Law of 1894, and decided its unconstitutionality by majority vote May 20, 1895, were Chief Justice Fuller (Democrat, of Illinois) Justices Field (Dem., of California), Gray (Republican, of Massachusetts), Brewer (Rep., of Kansas), and Shiras (Rep., of Pennsylvania). The supporters of the law were Justice Harlan (Rep., of Kentucky), White (Dem., of Louisiana), Brown (Rep., of Michigan), and Jackson (Dem., of Tennessee).

"H. B. A." Asheville, N. C.—The plural of Madam is Madams; the plural of Madame is Mesdames.

"E. T. McN.," Belvidere, N. J.—"Which is the better expression, 'this noon' or 'to-day at noon,' when defining the time of an occurrence?"

We prefer "to-day, at noon," but both forms are good.

"J. T. R.," Kansas City, Mo.—The pronunciation of "bow" as used in Ecclesiastes xii. 3, rimes with "how" not with "low."

"M. M.," St. Paul, Minn.—"Please tell me whether (1) the expression *later on* is sanctioned by the best usage; (2) the use of the word *due* in the sense of 'owing,' as illustrated in the following sentence is correct: 'The speaker, due to these interruptions, was unable to finish his address'?"

(1) As far as we have been able to trace it the expression "later on" has naught but the sanction of journalistic usage. "Later," without the adverb "on" following it, is, we think, preferable, and has an abundance of literary authority in its favor. (2) From the meanings of the word *due*, viz. "That *should be rendered or given; justly claimable; morally owed or owing; proper; appropriate,*" it is evident that the use made in the sentence cited is correct.

"W. A. H., Jr.," Govan, S. C.—"(1) My dictionary defines *naval* as 'pertaining to ships or to a navy; as *naval* stores.' Now, I can't find naval stores at all. What are they? (2) How did the name Uncle Sam as a designation for the United States originate?"

(1) *Naval stores* are resin, tar, turpentine, etc.; *marine stores* are old ship-materials, as ropes, canvas, anchors; *ship-stores* are non-dutiable provisions and supplies for use on board ship. (2) "Uncle Sam" is said to be a jocular explanation of the initial *U. S.* and is said to have originated during the War of 1812, when some government supplies marked U. S. were declared to be the property of "Uncle Sam" Wilson, a government contractor.

"P. N. M.," Dallas, Tex.—"Is the word *gotten* used correctly in the following sentence, or is its use obsolete: 'The program is gotten up in fine shape'?"

The expression "to get up," meaning "to prepare and arrange for; devise, plan, invent, and construct," is good English. The word "gotten," meaning "obtained, acquired," and used nearly always with an accompanying adverb, is rare. The construction of the sentence you cite is not best usage. "The program is got up well" or "the program is prepared" is to be preferred.

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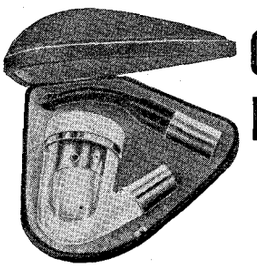
TURCO-AMERICAN GLASS PIPE



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